

The Hongkong Telegraph

(ESTABLISHED 1881)

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REUTERS' TELEGRAMS.

BRITAIN'S SOUND FINANCIAL POSITION.

NEW TAXATION IMPROBABLE.

London, October 29 (delayed).

Great public interest is centred in the debate begun in the House of Commons this afternoon on the question of national expenditure.

Mr. Chamberlain opened with a Government motion, "That this House, realising the serious effects upon trade and industry of the enormous financial burdens resulting from the war, promises its hearty support to the Government in all reasonable proposals, however drastic, for the reduction of expenditure and the diminution of debt." Mr. Chamberlain said that while the position disclosed in a recent White Paper was grave, there was no reason for panic. (Cheers.) Hysteria was not strength. Moreover, the situation to-day was better than he anticipated in August. Tax revenues were coming in extraordinarily well, while the Customs and Excise were now estimated to yield £38,500,000 above Budget Estimate. The tea and tobacco Budget Estimates would also be exceeded respectively by £4,000,000 and £14,000,000. This was important, as it was eloquent of the spending power of the people, which was a great factor alike in social stability and revenue production. Indeed, it was no longer thought that new taxation would be required to balance the incoming and outgoings.

Mr. Chamberlain, in dealing with the various criticisms of extravagance, pointed out that war expenditure continued right up to the signature of the German Treaty owing to uncertainty as to whether Germany would sign. He declared that no single feature of the world situation at present placed a heavier strain on Great Britain in men and money than the fact that the Peace Treaty with Turkey was not yet signed, pending American's decision as to whether she should share the white man's burden.

Dealing with the increase in expenditure over the Budget estimate, Mr. Chamberlain mentioned that Italy and France were owing us much more than was anticipated.

Replying to denunciations of administrative expenditure, he declared that if the whole of the organisations created by the war were swept away and the staffs of all departments returned to pre-war salaries, only £20,000,000 would be saved.

The House cheered the announcement that the unemployment donation would cease on November 21. As regards the bread subsidy, the Government thought it would be impossible to terminate it immediately. Mr. Chamberlain proceeded to announce drastic immediate Army and Navy reductions, namely the Home Forces by 217,000, the Rhine Army by 116,000, the Army in France and Flanders by 133,000, the Black Sea Forces by 6,000, the forces in Egypt and Palestine by 22,000, and the forces in Mesopotamia by 7,000. These reductions would be effective on November 15, while by December 1 the Army in Mesopotamia would be reduced by 94,000, including Indians.

(Section missing).

He did not dispute the equity of the abstract principle of such a tax, but the difficulties were immense. However, a Select Committee would be appointed to advise the Government on the matter.

He concluded by prophesying that a substantial surplus would be available in 1920 for the reduction of the Debt, without additional taxation or borrowing. "Our burdens are heavy," he said, "but our shoulders are broad. There is every reason for caution, but none for panic." (Cheers.)

SALVING WAR MATERIAL.

THE WEEKLY LOSS.

London, October 28.

In the House of Commons, replying to Major Glyn, Mr. Forster stated that the numbers at present employed upon salvage work in war areas were:—British Labour Troops and other details, 81,000; Chinese and other Coloured Labour, 41,000. The weekly cost of salvage operations was estimated at £537,000, including transportation to the United Kingdom. The War Office and Ministry of Munitions were closely considering the question of how much longer the work should be continued.

TO-DAY'S CHINESE TELEGRAMS.

REDUCING THE ARMY.

Shanghai, November 3.

Ng Kwong-sun, the special Envoy from the Peking Government, has had successful negotiations with the various Tutchuns in the Northern Provinces in regard to the reduction of the Army, and has decided to carry out this scheme simultaneously with the Southern Provinces after the necessary force in any Province is determined by the Peace Conference. He has also proposed that Fung Kwok-chong and Tuan Chi-jui be the Northern Committee and Shum Chun-hsun and Luk Wing-ting the Southern Committee in this matter.

It has been proposed that the military forces of the whole country should be 50 divisions of regulars and 50 divisions of reserves. All will be distributed to various Provinces proportionately.

THE RECENT U.S. LOAN.

Shanghai, November 3.

The British and Japanese Ministers have demanded an explanation from the Foreign Department regarding the loan recently negotiated with the U.S.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

B. I. BOAT A TOTAL WRECK.

PASSENGERS AND MAILS ALL SAVED.

Singapore, November 3.

The British India boat Fazilka, which ran aground at Nicobar Islands, is reported to be a total wreck.

The first-class passengers and mails were shipped by the Mytilus for Colombo, and the deck passengers returned to Penang per the s.s. Westmodus.

The Fazilka was of 4,152 registered tonnage and was built thirty years ago.

SENSATIONAL AFFAIR IN SHANGHAI.

Shanghai, November 3.

The Chapel police, with advance information of an attempt to smuggle opium to be landed at Woosung, halted three automobiles; but while they were searching these the three chauffeurs suddenly started off at high speed and the passengers opened fire with pistols. The police returned the fire with their rifles. There were no casualties, the smugglers escaping over the Settlement border. The foreign police force were not notified.

SHANGHAI NEWS ITEMS.

Shanghai, November 3.

A coolie hanged himself in the foreign public garden. The British Minister is arriving on Tuesday night.

MILITARY MATTERS.

POSITION OF RETURNED MEN.

THE DEFENCE CORPS QUESTION

CONTRIBUTED.

There has been a great deal said lately in the Hongkong Telegraph with regard to matters military, and it is pleasing to see that the Press of the Colony is keeping the various questions affecting the men who have come back, well to the fore. There seems to be a distinct danger of forgetting their position, and as that position happens to be in a very unsatisfactory state it is just as well that it should be frequently raised in the hope that ventilation will eventually bring some remedial action. In spite of all that has been said it seems to me that there are several aspects of the question that have not been touched upon, one or two of which I would like to point out. Fortunately, I have one or two references by me which should prove useful and, I hope, interesting.

Taking the case of the men who voluntarily went Home to serve, the majority of whom (excepting those who paid the highest sacrifice) are now back, they have, I believe, all been demobilised and placed to the general Reserve of the Regular Army. That means that they are liable to be called up for service anywhere should an emergency arise. Presuming trouble occurred anywhere in the East, these men could, unless I am very much mistaken, be mobilised and drafted into any Regular unit, and be dispatched straightaway. Their final and absolute discharge will come only when there is a full reversion to the volunteer status of the British Army as existing before the war. Mr. Winston Churchill recently made a pronouncement on this subject and I think he foreshadowed that early in the Spring of next year it was hoped to completely release all men excepting those who had volunteered for the post-bellum Army. The war having finished, it is morally incumbent on the Government to release as early as is ever possible those civilians who went to the country's aid in time of need. They are once more enjoying civilian freedom, but are at the same time, in a noose, as it were, liable to be roped in. Being so far away, it is just possible that men out in places like Hongkong will not have their position so well defined as those in the Home country, and it is up to them to make definitely sure that they, too, are released when the order is made.

In the case of men who were enrolled under the General Military Service Ordinance of May, 1913, the position seems to be somewhat analogous, though differing circumstances have to be kept in mind. They are primarily under the care of the Hongkong Government which

sent them away and are entitled to the support of the Government in any endeavour to get complete discharge. On consulting the Ordinance one finds:—"The force will be known as the General Military Service Force of Hongkong, and the members of it will be liable to service with His Majesty's Forces outside the Colony and will be subject to the Army Act wherever serving. The liability for service will continue for the duration of the present war." There is mention here of the much-quoted six months. To all intents and purposes the war is finished, though the signature of Turkey has been held to be necessary before, technically, the war comes to an end. There can be no doubt about the period intended, for Clause 10 (4) reads:—"For the purpose of the Army Act every person belonging to the force shall be deemed to have been enlisted for general service with the colours for the period of the war."

But these men are in the same position as those who were able to volunteer. They are still on the Reserve.

A good many will doubtless remember that when the Ordinance was being passed the Secretary of State for the Colonies referred the local Government to what had been done in Jamaica, saying that that was the line which should be followed. In those laws referred to it is stated:—"and until his discharge such man shall be subject to the Army Act as if he were part of His Majesty's Regular forces:—(a) while in Jamaica before and after serving

Then follows further details which do not effect the point under survey. The important thing is that these local men have not been discharged and are still under the Army Act and liable for service outside the Colony. The feeling of the commercial community was expressed by the Hon. Mr. P. H. Holyoak when he said:—"With regard to repatriation I hope that the men taken away from the Colony will be sent back as soon after the war as possible." Undoubtedly they were brought back as soon as the varying circumstances permitted, but it was hardly anticipated that they would be otherwise than free and not under the liability of immediate mobilisation and dispatch.

Seeing the promises that were given, the Government owes it to these men and the commercial community to assist them in getting the final discharge.

The majority of men who left Hongkong for active service after the passing of the Defence Corps Ordinance were members of the Corps and they were never discharged from it before leaving. Those who have returned are wondering whether they are still members of the Corps seeing that they are also part of the Regular Army Reserve. True it is that they have not been asked to attend any drills or do any service, which is only fair to them, but it would be more satis-

factory all round if they were definitely told what the position is.

There has been quite a deal of Press agitation for the disbandment of the Defence Corps, and it is high time that this was carried out. The Police Reserve Force and the Dockyard Defence Corps have been broken up and all these war-time organisations ought to be freed. In the case of the Defence Corps Ordinance it is enacted:—"This Ordinance shall continue in force only until the expiration of a period of six months from the conclusion of the present war," and so, legally, the Corps could be kept going for sometime yet. The statement of H. E. Major-General Ventris in the Legislative Council that he will consider the question of disbandment when the new Garrison unit arrives, is assuring. I notice that the Telegraph has been advocating nothing short of a complete reversion to the old Volunteer days, and that point should be pressed. Under the Volunteer Ordinance of 1893 and the Volunteer Reserve Ordinance of 1910 a man could resign on fourteen days' notice being given, excepting when he had been called up for actual military service. Joining was absolutely voluntary—in fact one was generally proposed and seconded, just as if he were joining a Club.

Why I have chosen to pen these lines (which you might find worthy of space) is because there are a great many men who feel with you that every sort of compulsion should be removed. Those men who left Hongkong ought to be given their full discharge without very much more delay, and those in the Defence Corps should be allowed to become once more the volunteers they were before August 1917. There is not so much a personal wish to be free behind this demand as a desire to establish a great principle—a principle that will have to secure universal acceptance if any tangible good is to come out of the war. It is that men must be free from any compulsion to bear arms, saving when some great crisis like that just past forces a Government to take every means to preserve its integrity and to safeguard its people. With us that crisis is happily passed and the expediency measures have to pass as well. There is the definite duty laid on the Home, Colonial and Crown Colonial Governments to see that those measures do pass.

CORRESPONDENCE.

CHILD SLAVERY.

Sir.—Will you kindly allow me space in your columns to voice a protest which must surely find an echo in the hearts and minds of all thoughtful people in Hongkong, and especially of those coming to it like myself for the first time.

To find child-slavery established and countenanced in a British Colony produces a sensation nothing short of utter amazement. The difficulties lying in the way of the removal of this hideous stain are no doubt numerous and complicated but it is unthinkable that these should justify the continuance of the situation as it stands at present.

From the point of view of common humanity surely the time has come to establish without delay some system of registration which will afford protection to these unfortunate little girls who are bought and sold as common chattels by the Chinese inhabitants of this British Colony.

This would of course be done as a first step towards the total abolition of the whole system in this place as soon as the pressure of public opinion, forcible propaganda and insistent education on the subject have done their work.

To go one step higher—how is it possible to reconcile the continuance of this permitted evil with any profession whatsoever of the Christian religion?

There is only one answer to these questions—the thing must cease. It would have been thought that the British members of the Legislative Council, together with the whole British Community would have unanimously risen in protest against the whole infamous system as it now stands, but they have not done so.

I now ask all those who still retain the instincts of British men and women to actively support me in presenting the matter to those in authority at Home.

I intend to commence by writing the peer who was largely responsible for the passing of the White Slave Traffic Bill, and who I know from personal experience would not rest until it was accomplished, asking him to communicate without delay with the member of Parliament who gained first hand knowledge of this

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s/5 15-16d.

THE WEATHER.

Forecast:—Fair. Barometer—29.97. Temperature 2 p.m.—76. Humidity 2 p.m.—77.

FIRE BRIGADE DRILLS.

RESUMED AGAIN.

For the first time since the war, the Fire Brigade turned out this morning to go through regular drill. These drills will continue every day for six weeks, and each Friday there will be a full turn-out, as far as is possible.

During the war, owing to most of the men of the men of the Fire Brigade having left to see service at the Front, these drills were discontinued, and with their return now, a practice this morning took place in front of Beaconsfield Arcade, three engines under Superintendent Lane turning out. The men who went through their work in an efficient manner. The men who turned out this morning were regulars and volunteers.

Two dams were placed in the centre of the road and firemen scaled Beaconsfield Arcade, with their hoses. The dams were to be presumed as two buildings on fire, and the men were ordered to play their hose and put the flames out in the quickest and most efficient manner.

Owing to the numerous Police duties, all the men cannot turn out every morning, but it has been decided to try and get a full turn-out every Friday.

DON'T FORGET.

TO-DAY

Coronet Theatre—5.15 and 9.15 p.m.

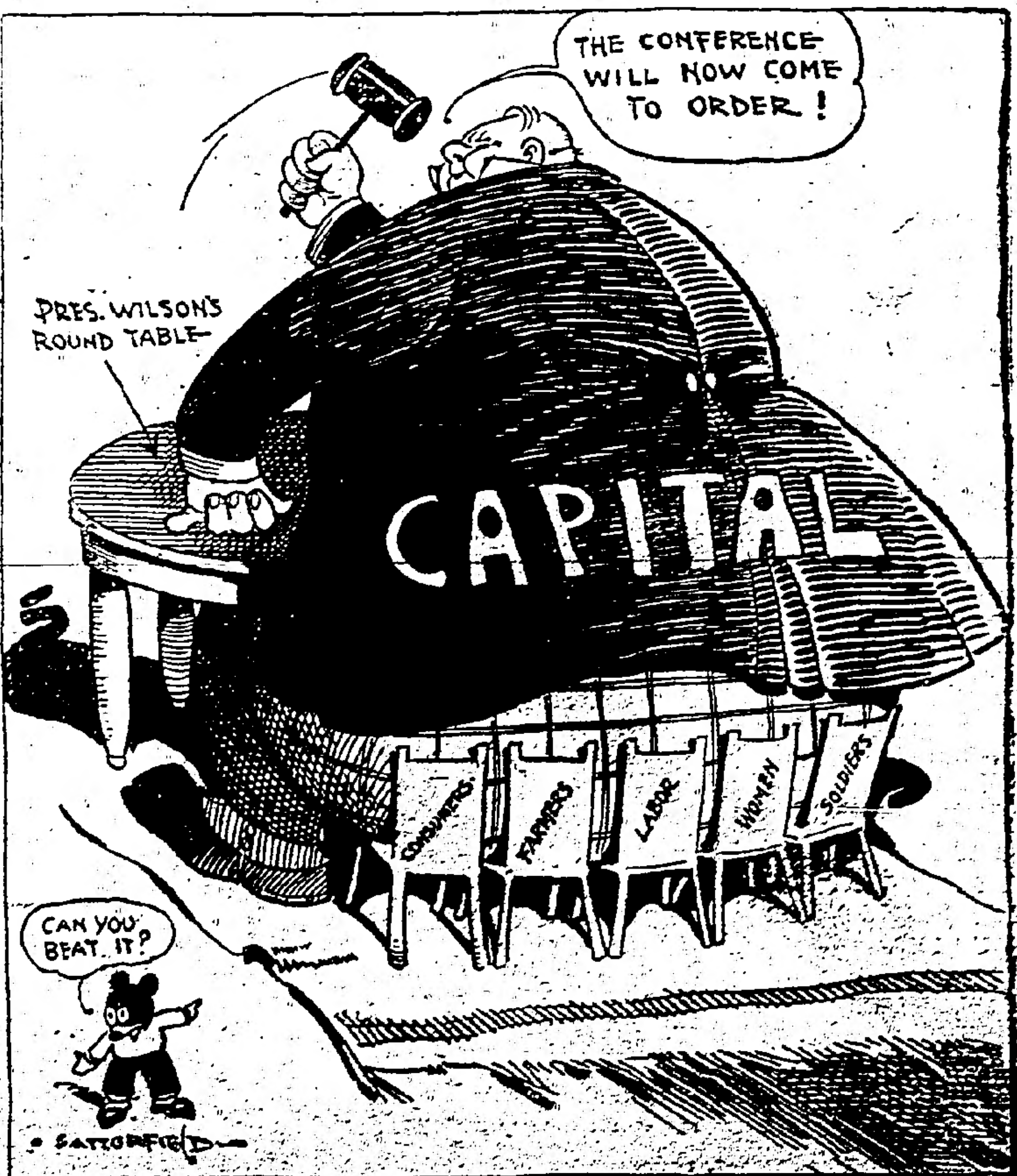
TO-MORROW

Coronet Theatre—5.15 and 9.15 p.m.

Victoria Theatre—9.15 p.m.

matter when visiting this Colony, and who knows the true, sordid, and shameful facts of the case.

Yours etc.
(Mrs.) C. B. L. HASLEWOOD.
Hongkong, Nov. 4, 1919.



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GENERAL NEWS.

SHANGHAI WEDDING

An interesting marriage took place recently at Holy Trinity Cathedral between Mr. T. L. Macartney of Hankow and Miss Hilda Van Corbach of Shanghai. The service was conducted by the Rev. C. J. Symons, M.A.

AS USUAL.

Anticipating failure of the "Peace" negotiations and a consequent resumption of hostilities, arrangements are being made to hold a meeting of various Chinese societies in Shanghai "to discuss and decide what steps shall be taken in dealing with the side which begins hostilities."

RETURNED VOLUNTEER.

Among the passengers returning to Shanghai from War Service by the P. and O. S. Princessin was Captain A. F. Gimson, R. F. A., of the Public Works Department. Captain Gimson was one of the Suwa Maru contingent to volunteer for service in 1914. He brings back the Military Cross.

BRIGHTER LONDON.

London office and mercantile buildings are blossoming out in colours, now that the war is ended and the house painter has returned to his task. London is far less smoky this year than in former years because of the decreased use of coal and the increase in the use of gas and electricity. This prompts the use of lighter colours by the painters.

BIG PIRACY.

A very big piracy is reported to have taken place near the town of Linchow, on the North River, the other day. Some junks which were conveying goods from Canton and Fatsan to various ports on the North River were looted. The escorts fought the pirates but were defeated and several of them were killed. All the junks were cleared of their contents, which are valued at more than a million dollars. The pirates took nearly the whole day to land the goods.

TEMPERANCE FOR JAPAN.

The question of drafting temperance laws has been frequently discussed in Japan both in the Imperial Diet and by prominent Japanese men and women, and it is reported that the Government are now considering the matter. It is said that the proposal made by Mr. Nemoto is the best thus far, and the Government are studying the American temperance laws and Mr. Nemoto's outline. The question will be taken up in the coming Diet. It is likely that persons under the age of 25 will be forbidden to touch liquor.

MUMMIFIED BABY FOUND.

An open verdict was returned at a Woolwich inquest recently in the case of a newly-born, unknown female child whose body was found in the attic of the White Horse public-house, Woolwich-road, Charlton. A barman found the body, wrapped in brown paper, under the flooring of the loft. A doctor stated that the body was in a state of mummification, and might have been where it was found for months or even years. There was a smell of pepper about the body, which the Coroner suggested might have been used to prevent smell.

OYSTERS 10S. A HUNDRED.

At a meeting of the Kent and Essex Sea Fisheries Board in London, recently Mr. Sydney Brown, the Chairman, said he understood the first consignments of Dutch oysters had reached this country, and were selling at 10s. a hundred. That was less than British growers could produce them. Fifteen million Dutch oysters were expected. Other members said Kent and Essex would defy competition, owing to their quality, but fear was expressed that the Dutch would be sold as natives, and it was decided to suggest that the Oyster Growers' Association should appoint inspectors.

LEG BROKEN EIGHTEEN TIMES. George Hubert Osborne can claim a leg-breaking record. He was the respondent in the Sydney Divorce Court recently when his wife, Ellen Osborne (formerly Kay) asked for a divorce on the grounds of desertion. The respondent hobbled into court on crutches, with the lower part of his left leg missing. "My leg was broken eighteen times," he said, "before I had it taken off. I was paralysed when I was two years of age, and since then the bone has been very brittle." Asked to fix the date when he made a certain offer to his wife, he replied, "Just after my leg was broken for the sixteenth time." Evidence for the petitioner was that in 1908 the respondent left her, and three children of the marriage. She had received 25 from him in five years. Mr. Justice Gordon granted a decree nisi, returnable in six months.

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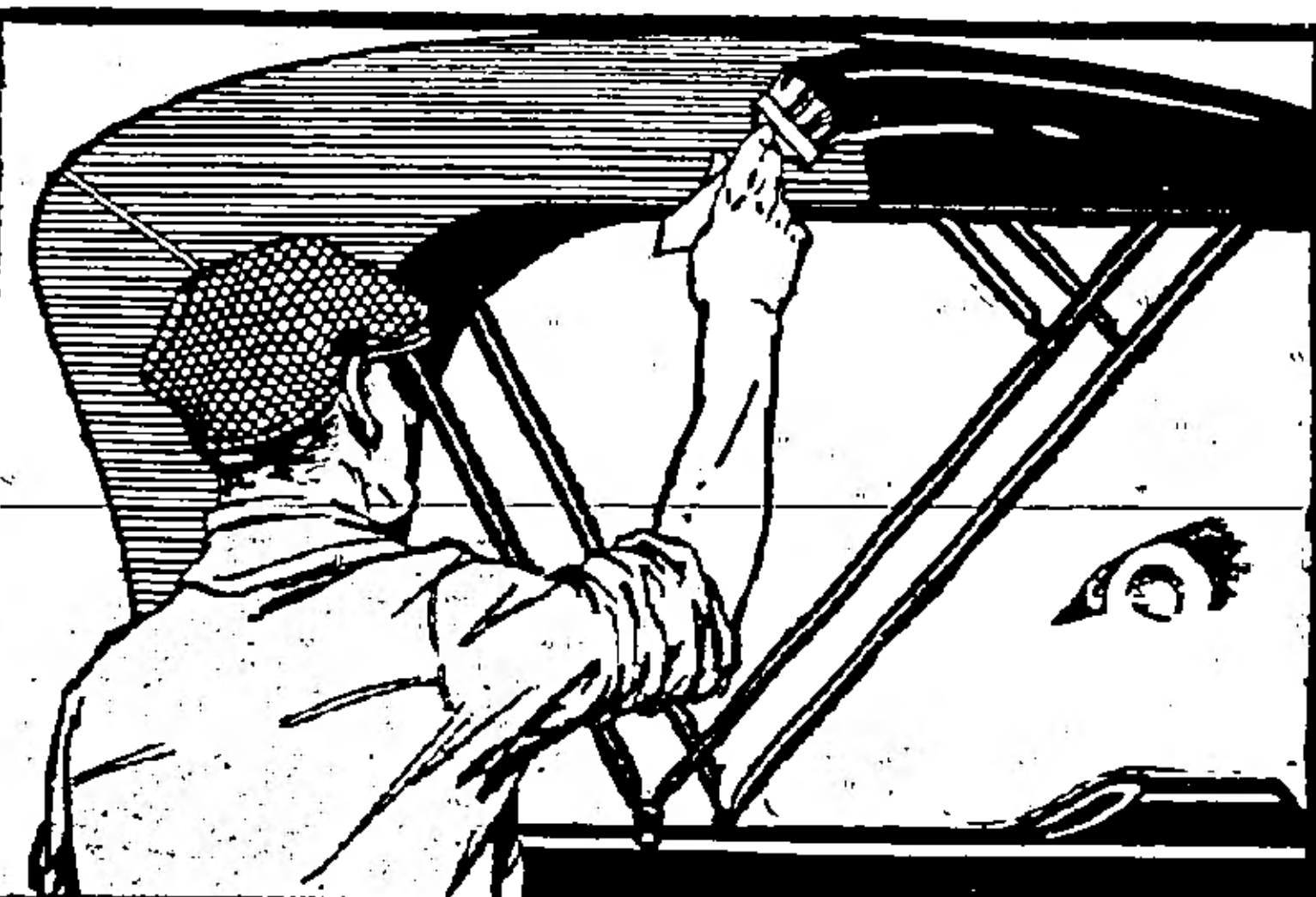
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BIRTH.

DICKENS.—At Dunoon on the 25th. October to Mr. and Mrs. Charles Dickens of Quafry Bay, a son. By Cable.

ACKNOWLEDGMENT.

Mr. H. M. H. Nemaze and family desire to thank their numerous friends for the many kind expressions of sympathy and floral tributes received in their recent sad bereavement.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 4, 1919.

THE BARKER ROAD HOSPITAL.

In his speech on the second reading of the Budget Bill, the Hon. Mr. Parr did well to express the hope that the Barker Road Hospital would be made permanently available for maternity cases, as was originally intended. We recall that some years back this institution was used for the purpose stated and, because of its altogether excellent and healthful situation, was greatly appreciated in such cases. Since then, however, maternity cases have been dealt with at other hospitals—principally the G.C.H.—and the change has been in every sense regrettable. Mr. Parr spoke very plainly when he declared that so long as the Government has refused these cases at the Barker Road Hospital it has remained guilty of having obtained funds from the public under false pretences, since the Government had never denied that this was one of the main objects for this Hospital in the first instance. He was not over-stating the case, however, for the institution was built to commemorate the jubilee of Queen Victoria, was intended for women and children of all classes and to it, subscriptions totalling upwards of \$90,000 were secured. Judging from the tone of the speeches made at the foundation stone-laying ceremony, the idea was to give free treatment to patients, whereas in point of fact we know that inmates have in recent years been required to pay eight dollars per day whilst in the Hospital.

It would be illuminating to know the exact reasons which led to a diversion of maternity cases from this to other Hospitals. In his reply to Mr. Parr, the Colonial Secretary spoke of the purchase of a house near the Hospital which it is proposed to use as sisters' quarters, thus releasing the space where the sisters now live as a maternity ward. The whole matter, he said, is to be considered when the Principal Medical Officer returns to the Colony, adding it is quite possible that the original intention of having a maternity ward will before very long be realised. That is all very well, but why all this waiting for the return of the P.M.O., whose knowledge of the Colony, in any event, is not extensive? Is it possible that Dr. Johnson does not want the Barker Road Hospital used for maternity cases, for some reason or other? We have heard the suggestion made, at any rate. But this is a public matter, and one in which personal opinions ought not to be considered. It has been said that there might be some difficulty about getting the necessary equipment to make the treatment of maternity cases possible, but that is absurd, on the face of it. Equipment is as easy to secure for one Hospital as for another. We have heard also a suggestion that it would not be well to deal with maternity cases at the Hospital named because of the fear of infection from other patients. Here again the argument is easily disposed of, since it is common knowledge that various infectious complaints are attended to in the one hospital by the same nurses without harmful effects. It is true that small-pox cases come within a different category, but these are specially treated in the isolation hospital at Kennedy Town. In point of fact, all these objections are of a trivial character, and whoever has given voice to them has probably had some personal end to serve.

No better place for the treatment of maternity cases could be wished for than the Barker Road Hospital, perched up on the high levels, in most healthful surroundings. It is a thousand times to be preferred to the Government Civil Hospital, situated in the midst of noisy, smelly native quarters. Its fine site was selected no doubt because of the obvious advantages which it conferred, and it is nothing less than a scandal that the institution should have been put to other purposes than those for which it was originally intended. When the public subscribed the ninety-thousand dollars back in 1897, it believed that the Hospital would be used for the care of women and children. That belief has been discredited by subsequent happenings. The Government has a pledge of honour to fulfil. It should discharge it without further delay. So long as it postpones action, so long will it be perpetuating the false pretence.

NOTES & COMMENTS.

THE HAPPY VALLEY QUESTION.

Arising out of Saturday's Happy Valley incident, which we think most of our readers will accept as a very unintentional but regrettable trespass, might be raised the whole question of conduct in the Colony's greatest playing field. Spectators at Saturday football matches are not infrequently endangered by flying golf balls and in several ways there is room for great improvement. As Saturdays during the football season will always be marked by large crowds, would it not be possible for golfers to give this afternoon entirely up to the footballers? It is only one afternoon a week. Similarly, as Thursdays are generally a favourite day for golfers, could not Thursdays be given up by all football players? By some such arrangement a great deal of possible friction would be avoided. If a representative meeting of officials interested in the various sports played in the Valley could be called and the matter discussed, we feel sure that some amicable arrangement could be come to which would operate to the comfort of all concerned.

THE CONSULAR REORGANISATION.

A great deal of ink has been spilt anent the administration and working of the British Consular Service—a service that in the past has justifiably deserved many of the censures and criticisms that have been heaped upon it. Whether any material improvement will be brought about now that its administration has been transferred from the Foreign Office to the Department of Overseas Trade will remain to be seen, though one imagines that nothing but good can result from the great amount of publicity that has been given to the matter. There will still be a great amount of political work in connection with matters consular for the Foreign Office to attend to, but it would seem to be wise that all matters of policy on non-political subjects should be handled by the Overseas Trade officials. The reorganisation of the mere machinery at Home will, however, fail to accomplish any great improvement unless there goes with it a better instruction to the Consuls themselves of what their attitude to trade matters has to be. The complaint of the past has been that on matters of trade Consuls have generally shown a very negligent disinterestedness, failing to give British traders the help and facilities enjoyed by their foreign rivals. It is not so much at Home where one wants to see a change; it is in the outposts of British trade endeavour where the difference is wanted. The record of Sir Hamar Greenwood, who is the President of the Department, is sufficient to inspire confidence and there is good reason to hope that we shall soon have no more cause to "slate" a body that has a lot of bad opinion to wipe off.

BRITAIN'S ECONOMIC POSITION.

There has been a very great deal said lately at Home about national bankruptcy and the precarious condition in which Imperial finance finds itself, and recent telegrams to hand show that the position is undoubtedly serious. That the old country will pull through there is never a moment's doubt. Britain will continue as she always has done to pay her twenty shillings in the pound. Certain it is that from every conceivable standpoint a wonderful gain would be made if the rate of production could be speeded up to meet with the phenomenal demand of an impoverished world. According to what we are told here it would seem that labour troubles in England just now are very negligible and it is to be hoped that things will go smoothly for a good while longer as the country can ill afford further strikes. Given production and freedom of trade there would soon be no talk of "bankruptcy". The huge expenditure on the part of the Government will have to be very early and seriously retrenched if the nation is going to catch up on its war debt, and there is being urged in this connection that fortunes made during the war should be still further heavily taxed or even expropriated, the proceeds being devoted to assisting in the liquidation of the national burden. Taxation will possibly follow, but to go further would establish a principle that has yet to find acceptance with the British legislature. The whole position at Home just now is exceedingly interesting and vital, and it is a pity that Renter does not give more news of it than we have had of late.

DAY BY DAY.

WE ATTRACT HEARTS BY THE QUALITIES WE DISPLAY; WE RETAIN THEM BY THE QUALITIES WE POSSESS.—*Suard.*

Macao now has its motor dust-carts, motor street-sprinklers and motor fire engines.

A concert in aid of the Seamen's Institute funds will take place at 8.45 on Thursday night. All seats are free, but a collection will be made.

Professor Warren's lecture on "Lord Kelvin" at the Helena May Institute has had to be postponed to November 17th at 5.15 p.m., owing to November 10th being a public holiday.

The health return for the past week shows three cases of gastro-enteritis, and one each of cerebro-spinal fever, enteric fever, diphtheria and cholera. All were fatal and all Chinese.

Mr. P. P. J. Wodehouse, C.I.E., is presenting two cups for Ladies' Shanghai Foursomes to be played over the big golf course at Fanling. Entries, which close on Nov. 15, may be made at either Fanling or Happy Valley.

The Hongkong Tramway Company's receipts for the week ended November 1, totalled \$14,705 which is an increase of \$614 over the same week last year. For the 44 weeks of the year, the takings total \$646,261, which represents an increase of \$37,040 over the same weeks in 1918.

Recently a fire broke out in one of the holds of the Porthos while she was alongside the quay at Saigon on the homeward trip. The fire was of rather a serious character, and the departure of the vessel for Marseilles was delayed for a week for repairs to be effected.

At the Magistracy this morning, a Chinese was charged with unlawful possession of two cabbies of meat. Defendant said that he saw a dog running away with the meat, so he gave chase, and caught the dog. He then took the meat from the dog, as he thought it would make a good dish for himself. Mr. R. O. Hutchison fined the man \$10.

A Chinese was charged before Mr. R. E. Lindsell to-day with unlawful possession of 190 rounds of ammunition. Defendant denied all knowledge of the ammunition, and said that the box was given to him by a friend in America, to bring home. Defendant was a bona fide passenger on the s.s. Tien Shing. Mr. Lindsell fined the man \$50. The ammunition was confiscated.

A Chinese was charged, at the Magistracy to-day, before Mr. R. E. Lindsell with unlawful possession of two revolvers, 697 rounds of ammunition and 45 boxes of percussion caps. The defendant was arrested on the Leung Wing Wharf. The fire-arms and ammunition were cleverly concealed in a false-bottomed trunk. Mr. Lindsell imposed a fine of \$300. The arms and ammunition were confiscated.

At the Police Court this morning, a Chinese was charged, before Mr. R. O. Hutchison, with stealing a chicken. Defendant said that he found the chicken in the gutter and he took it to take home. Inspector Kent stated that when defendant was arrested, he said that he had bought the chicken from the Wanchai market, but this was proved incorrect. He then said that he found the chicken in a dust bin, and that finding was keeping, as no-one had claimed the chicken. Mr. Hutchison fined defendant \$10.

The Industrial and Commercial Bank Ltd., Des Vaux Road, has organised a Prize Essay Contest, which is open to all boys and girls between the ages of 14 and 21 inclusive. Each entrant can take as a subject "The way of thrift," "The deposit," and "How can a Bank serve best the community of which it is a member." Each essay must be submitted not later than the 23rd of December 1919 and must be neither less than 100, or more than 5,000 words in length. The prizes are \$20, \$15, \$10, \$5 and \$3. The judges in the contest are Mr. Ho Kwong (Chairman of the Board of Directors, Tung Wah Hospital), Mr. J. L. McPherson (General Secretary of the Y.M.C.A.), and Mr. Tam Lai Wan (Editor of Chinese Commercial News).

AN ISLANDER'S DIARY.

[BY "AJAX".]

The unfortunate position of the Sun Company has brought to the fore the necessity of an Ordinance in Hongkong restricting banking business, in whatever form, to banks alone. It was Walter Bagehot who in his "Literary Studies" said: "It is awful to read on the currency." He might have amplified this, and said that it is equally awful to read on the banking activities of a country as described in the balance sheets of stores. Still there is more of sweet simplicity in these store enterprises than at first meets the eye. This system of allowing every one to become a banker and to solicit deposits from the public will one day spell disaster to the poor of the land. The Sun Company received from the small men in deposits nearly two-and-a-half million dollars, sums ranging from one hundred dollars to \$40,000. In the interests of trade of the country and as a protection for the small man, every store desirous of conducting a banking department should be compelled to deposit with the Government a sum adequate enough to protect all depositors. We have an ordinance to that effect for indigenous insurance companies, and there is no reason why a similar one should not be promulgated for indigenous banks. Every locally formed bank or store that does banking business should be restricted by law.

The poor Chinese is slowly realising the wisdom of putting his money in stores on deposit, and this brings me to an important consideration. Why cannot the Hongkong and Shanghai Bank or the Chartered Bank pay a higher interest on saving accounts? Three per cent. is hardly tempting to the poor man, and for this reason he is compelled to go where seven per cent. is offered. If any of the big Banks offered a better inducement, I am certain that hundreds of people with small holdings would prefer to take five per cent. from an established bank than seven from a private store. The large banking institutions of the Colony could easily help in the manner suggested here. After all, the deposits would not be extraordinarily large, and the Banks cannot suffer any loss by the increased interest. Personally speaking, I think this matter should receive the earnest consideration of the Bankers in the Colony. It is really hard for any small depositor to find that his deposit money which he saved up is in danger of being lost simply because he considered a three per cent. too small.

There is a very old proverb which says that a fool can ask questions which even a wise man may not be able to answer. It is the same with destructive and constructive criticism. It needs no very great amount of wit to find fault with things that are being done, but it may need a very great amount of wit to describe a way in which things would be done better. It must be admitted that public spirit in the Colony has manifested itself hitherto very much more in the way of criticism than in the way of practical suggestions as to how things ought to be done better. Any sort of public spirit is no doubt better than none, and it is better that a people should be captious critics of the Government's doings than they should be a listless crowd who are altogether unconcerned whether the Government does one thing or another. Conditions in Hongkong have improved considerably recently, and criticisms have not been confined to finding fault, but have been accompanied by well-directed efforts after reform. The agenda at Legislative Council is not merely a list of capriciously critical interpellations about scandals that have been reported in the newspapers, but the questions themselves are suggestive of possible improvement. Besides this there are numerous resolutions most of which, even if they are withdrawn, have nevertheless gone far towards bringing about improved conditions. It is perhaps true that the Government of Hongkong does very little towards encouraging private individuals to work up constructive schemes for betterment, for Government officials are apt to discuss resolutions in a manner which suggests that they resent suggestions from outside, and to manifest a determination to reject them even before they have been discussed.

CHINA SQUADRON.

MORE VESSELS COMING.

The China Squadron will be brought to fuller complement by the arrival in the Colony, shortly, of three auxiliary vessels and six submarines of the "L" Class. The auxiliaries are the Pearl (oil), Moonshine (drifter) and the Ambrose (tender). These vessels were built during the war and are of the latest type. Advances received state that the vessels have reached Colombo on their way here.

If non-official members would devote themselves, in a public spirited way, to the serious study of the different phases of Government, to finance or to engineering, or to sanitation, as to become something like authorities, they would be a much greater force than some of them are. This is the day of the expert, and it is possible for every man to become an expert along the particular line of his choice.

The Budget gave an opportunity to many to air their views on the acts and policy of the Government, and to attempt to survey even the salient features of the non-official arguments in the compass of this Diary is well nigh impossible. There is a great deal of truth in what the Hon. Mr. Lau Chu Pak said about the assessment of properties. The best remedy seems to be for the Government to open up more residential areas so that there would not be such a clamour for house property, with the inevitable result that it would put down rent and give a fair return on money. This applies not only to small tenement houses in the heart of the town but also to detached and semi-detached houses. For instance, a house which was worth only \$20,000 six years ago is now valued at \$60,000. The non-official members were right in calling attention to the big shrinkage in the opium revenue, which for several years has been our best source of income. If it is to go out entirely the Government should look round for some other sources of revenue.

Arising out of the question of prison industries, His Excellency said the only way to create room for prison industries is to remove the prison elsewhere. This question was mooted twenty years ago, and it may be taken up, now that the state of the Colony's finances is in a satisfactory condition. The present site of the prison is valuable and can either be used for the future extension of the Police quarters or could be sold, in which case it would fetch a price which could pay a good portion of the cost of the premises. The prison could be far away from the heart of the city, or even across the harbour as we have improved facilities of conveyance.

The non-official suggestion not to require the Governor to pay towards the furniture in his living quarters seems to be sound. Surely this flourishing Colony could afford to let its Governor use furniture free. It is right of the Governor to insist on continuing this payment, but the Colony should not let him do so. This is a small question, and for the dignity of the Colony the present system should be abolished. What about the other officials? The bill for the Governor's furniture amounts to \$290 a year, and in the case of the other Government officers to \$170. Even if the Governor's furniture bill were to increase five-fold, the Colony could very well afford it.

Every one is unanimous that the Services should be adequately paid. At the same time I agree with some of the non-officials that the allowance should be retrospective, and that sterling officers and local men should be similarly treated. The present practice of putting Police officers in outstations on all kinds of extra duties is to be deprecated. A glance at the Index reveals what the Police are required to do. They act as District Registrars, collectors of liquor duties, as rural sanitary inspectors, as supervisors of revenue collections, doing harbour duty, acting as coaling officers, et hoc genus omne. Even Gilbert's P. O. Bah was never called upon to discharge such multifarious duties. The duty of Policemen is to prevent and detect crime and their usefulness in this direction must be prejudicially affected by all these duties being put on them.

CORRESPONDENCE.

[To The Editor of the "Hongkong Telegraph".]

DEVASTATED FRANCE.

Sir,—I have just read "Ajax's" comment on Mrs. Taylor's first letter. In spite of his martial name, I assume "Ajax" spent the war-time period secure in Hongkong, several thousand miles from the front, not being anxious to exchange his comfort for the possibility of meeting a German bullet or the disgust of numberless distresses seen too near.

What a pity he did not see the English and French fighting side by side striving with courage and generosity. Had "Ajax" been at the front he would have learned the value and the strength of war-comradeship; he would have known that selfishness was unknown on the battlefield; he would have seen the "Poilu" bringing back a wounded "Tommy" under a rain of bullets, or a "Tommy" stripping himself of his blanket in order to cover a "Poilu" carried away under the cold rain, by the stretcher bearers. Then perhaps "Ajax" would understand that a generous lady who has fought her little bit side by side with French ladies, in order to save some poor wretches from hunger, cold and illness, could even now, when the war is finished, call upon the generous inhabitants of Hongkong for help—so deep is the abyss of misery to be filled.

I advise "Ajax" to travel over the theatre of war and see for himself the "dreadful desert" to which the guns of all nations have contributed and then compare the devastation and loss of homes and property with the paltry profit which he asserts a few French people have earned by selling chocolate bars or letter paper to English or American soldiers.

France, sorely wounded, is too proud to call for help but she keeps a thankful heart for the comrade who relieves her sufferings, dresses her wounds and gives his hand to help her to rise again.

Yours etc.

R. FLOQUET.
Hongkong, Nov. 2, 1919.

CHINESE STUDENTS.

LEFT FOR PARIS.

By the Paul-Lecat, which left this morning for Marseilles, there travelled 150 Chinese students, who are on their way to Paris to take up the study of various branches of science—electricity, engineering, chemistry, mining, etc. These students, some of whom are Government-soldiers, belong to a society maintained by themselves, called the "Diligent Students' Society" of Shanghai, which was formed for the purpose of giving material aid, in the matter of travelling and residence. On arrival at Marseilles they will be met by officials of the Franco-Chinese Students Society, an association set up in Paris by a well-known Chinese citizen for the welfare of Chinese students resident in France.

In conversation with several of these students our representative was impressed with their zeal. In common with their brethren at Home, these young men expressed their disappointment in the Government and in the meagre support—moral and financial—they had received. Nevertheless all were confident of success in the respective studies they will pursue, which they believe will be of benefit later to their country.

CRICKET.

H.K.C.C. v. GARRISON.

The following will represent the Hongkong Cricket Club versus the Garrison on the Hongkong Cricket Club Ground on Saturday, 8th November, and Monday, 10th November. Play to commence at 2.15 p.m. on 8th November and 10 a.m. on 10th November.—T.E. Pearce (Captain), C. Blaker, R.A. Brand, E.W. Day, D.E. Donnelly, Rev. F.G.B. Hastings, E.B. Mitchell, F.G. de Paravicini, A.B. Raworth, J. Stalker and F. Sutton.

H.K.C.C. 2ND V. CIVIL SERVICE 2ND.

The following will represent the Hongkong Cricket Club, 2nd XI against the Civil Service Cricket Club, "B" team on the Civil Service Cricket Club Ground on Monday, 10th November. Play to commence at 10 a.m. sharp.—R. P. Thurfield (Captain), T.J. Fenwick, H.E. Holland, J.D. Humphreys, C.W. Johnston, E.G. Lammer, A.K. Mackenzie, W.W. Mackenzie, L.D. McNeill, J.W. Macphail and L.M. Wood.

THE UNIVERSITY.

OPENING OF UNION BUILDINGS.

The interesting ceremony of opening the new Union Buildings of the Hongkong University was performed by H. E. the Governor yesterday in the presence of a large concourse of visitors and students. These buildings which are built of red brick and reinforced concrete and facing Bonham Road form an imposing as well as handsome adjunct to the already existing buildings, and are intended to meet a long-felt want in the social and recreative life of the University Union. The interior furnishings are of oak, and there is accommodation for an up-to-date club—recreation rooms, a library, billiards, a tea-room, and a barber's shop.

Those present included—Dr. Jordan (Pro. Vice-Chancellor), Sir Robert Ho Tung, Bishop Lander, Dr. Pearce, Dr. Lindsay Woods, Rev. Bro. Aimer, Rev. W. H. Hewitt, Rev. V. H. Copley, Col. Young, Commander Jenkins, Hon. Mr. Lau Chu Pak, Professors Warren, Wright, Digby, Brown Holman, Messrs. Tanner, Ralston, Kay, Handyside and Ho Kom Tong. His Excellency was accompanied by his Private Secretary, Capt. Warner and the Hon. Mr. Claud Severn, C.M.G.

Dr. Jordan said that before he asked His Excellency to open the new building he proposed to say a few words with reference to the University Union. Shortly after the opening of the University in 1912 it was felt that one of the greatest needs for the welfare of the undergraduates was a Union, and this feeling culminated in a meeting in October of the same year at which the Union was declared to be formed. The chairman on that occasion was Dr. F. Clarke, and he stated that the reason for the formation of the Union was to mother the other clubs, they being sporting clubs that were already in existence. At the same time a hope was expressed that the Union would in the very near future have a building of its own. That hope, that dream had been realised and the architects had erected a most artistic building which they felt sure would not only be ornamental but useful. At the same meeting Sir Henry May, who was then Governor of the Colony, was asked to become the President, and in November of the same year the inaugural dinner was held in the Great Hall, under the presidency of Sir Henry May, and was an unqualified success. The building which up to the present had housed the Union, consisting as it did of four walls and a roof, was wholly inadequate and utterly unsuitable for the requirements of healthy undergraduates. This fact was early recognised by Sir Charles Elliot and he proceeded to form a collection from friends of the University for the specific purpose of this building. His remarkable personality and his influence locally and during his travels in North and South China resulted in a fund of \$30,000 being raised, but the building as it now stood cost \$50,000 and was a charge against the Union. There was also a lack of furniture and fixtures, but he was sure that the friends of the Union had seen the building they would enable it to start free of debt. He had said that the object of the Union was to house the other clubs, and it might interest His Excellency to hear that there was a large number of clubs connected with the Faculties of Engineering, Medicine and Arts. There were also a Dramatic Society, Debating Society, Economic and Historical Societies, and a Natural History Society which came in the Union. Then there was the Athletic Association which catered for the various clubs such as cricket, football and tennis. The athletic side of the University was, he regretted to say, hampered owing to the want of adequate ground for its sports, but notwithstanding this it was a matter of pride to the Union that one of the undergraduates of this University had taken the Tennis Championship of the Colony. (Applause). They had one more grumble and that was the lack of a gymnasium and swimming bath.

They hoped both these things would be attained and he thought he might say that the augury for the future of the Union was very favourable. The Union was to be congratulated that one of the functions His Excellency performed after graciously accepting the post of its President was to open the building on their behalf. He hoped that the building would more than fulfil one of the wants which had long been felt for the University.

Mr. Wong Fook Han, Chairman of the Council of the Union, in presenting His Excellency with a silver key, expressed the thanks

EARLIER TELEGRAMS.

GERMANY'S BUDGET.

Berlin, Oct. 30.
The Assembly is considering the supplementary estimates, providing for 19,000,000 marks towards putting into commission six battleships, six small cruisers and some torpedo craft. The Budget provides for the entire Navy personnel numbering 13,000.

Berlin, Oct. 31.
The National Assembly passed the third reading of the 1919 Budget. Herr Erberger stated that the expenditure was 79,000,000,000 marks, compared with the revenues of 1918 totalling 76,000,000,000. New taxes were estimated to yield 19,000,000,000. The national debt amounted to 15,000,000,000, whereon the interest charge was approximately 19,000,000,000.

GERMANY'S EVASIONS.

Paris, Oct. 30.
Marshal Foch proposed to the Supreme Council that the Inter-Allied War Council at Versailles with enlarged powers be entrusted to superintend Germany's execution of the Peace terms. M. Clemenceau supported the proposal, but the other delegates desired to consult their respective Governments. The American delegate said the United States would probably desire the task to be entrusted to the League of Nations.

Paris, Oct. 31.
The Supreme Council has decided that a German plenipotentiary must come to Paris to sign the protocol mentioned in earlier reports and guarantee the fulfilment of the evaded armistice obligations.

THE KAISER'S TRIAL.

London, Oct. 30.
Speaking to-day in the House of Commons, Mr. Lane Fox affirmed that there was a growing feeling in Britain against trying the ex-Kaiser. Mr. Bonar Law replied that he was not aware that this statement accurately represented the feeling of the country. The Government saw no reason why the provisions of the Peace Treaty thereabout should not be carried out.

THE FRENCH ELECTIONS.

Paris, Oct. 28.
The general election period has now fairly opened in France, the first ballot being fixed for November 16. M. Clemenceau has made public his decision to retire from political life in a letter issued last night, declining after the radical caucus of Strasbourg, to contest the legislative seat formerly occupied by Gambetta. There is likelihood of a split in the Socialist party concerning the vote of war credits and approval of the steps taken in the struggle against Bolshevism.—Havas.

NEW ZEALAND AND SAMOA.

London, Oct. 30.
In the House of Commons, replying to Mr. Kinloch Clarke, Mr. Amery said he did not understand that legislation to be passed by the New Zealand parliament in the exercise of its authority over Samoa would be subject to disallowance by the Crown.

BABY'S WEIGHT.

One of the surest signs that a baby is making good progress is steady increase in weight. There is generally a slight decrease during the first week after birth, but from then on there should be regular and rapid growth if the baby is being properly nourished. The most common cause of failure to gain weight is malnutrition, the food is either deficient in quality or quantity; or the digestive organs are not doing their work properly.

When the stomach or bowels are at fault all that is necessary, usually, to set matters right is the administration of Baby's Own Tablets, the pleasant-tasting Canadian remedy for little ones of all ages. No fear need be entertained as to the wisdom of giving these Tablets, because they are guaranteed, under a Government Analyst's certificate, to contain not a single particle of opiate, narcotic, or other injurious drug, and to be equally helpful and harmless to the youngest infant as to the child of 8 years old or more.

Baby's Own Tablets are just the right remedy for infantile constipation, colic, indigestion, diarrhoea, simple fever, teething troubles and worms. They bring natural, restful, health-promoting sleep, restore appetite and make the baby thrive. Of chemists, or post free, 60 cents the vial, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

best to finish this one matter first, to clear off the debt to the Union before proceeding to incur the expense of a gymnasium. His Excellency then suggested that a list should be made out of the furniture that was required for the new building, adding that if they approached the Chancellor with this list they might do so with more success than with reference to the gymnasium. He had very great pleasure in declaring the building open.

His Excellency then unlocked the door and the party proceeded on a tour of inspection.

NOTICE.

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DUNERA	8th Nov.	due Bombay about 25th Nov.	
FOR AUSTRALIAN PORTS via TORRES STRAITS.			
EASTERN	23rd Nov.	due Sydney about 16th Dec.	
FOR SHANGHAI, MOJI KOBE & YOKOHAMA.			
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Monteagle	Jan. 14	Feb. 4
Empress of Japan	Jan. 22	Feb. 9
Empress of Asia	Mar. 10	Mar. 31
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	May 5	May 26
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 30	July 21
Empress of Russia	July 1	July 19

Passage Rates from Hongkong to United Kingdom.

Fares from Japan to Hongkong.

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Fares from Japan to Hongkong.

SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU ... Saturday, 22nd Nov., at 11 a.m.

FUSHIMI MARU ... Saturday, 13th Dec. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

YOKOHAMA MARU ... Friday, 14th Nov., at noon.

TAMBA MARU ... Friday, 14th Nov., at noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 19th Nov., at 11 a.m.

TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama & Colon.

TOKIWA MARU ... Saturday, 22nd November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

YAMAGATA MARU ... Friday, 7th Nov.

TAMA MARU ... Thursday, 27th Nov.

CALCUTTA & RANGOON via Singapore & Penang.

NAGATO MARU ... Wednesday, 19th Nov.

MURORAN MARU ... Thursday, 4th December.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 22nd Nov., at 11 a.m.

SIXKO MARU ... Saturday, 20th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU ... Thursday, 6th Nov. at 11 a.m.

KOSOKU MARU ... Saturday, 8th Nov.

SADO MARU ... Thursday, 13th Nov. at 11 a.m.

HWAHWA ... Monday, 17th Nov.

EXTRA SERVICES—(Marseilles, Liverpool, Antwerp, Rotterdam

Hamburg etc.)

TATSUNO MARU (London, Antwerp & Hamburg) Wed., 19th Nov.

TUSHIMA MARU (Marseilles & Liverpool) End of Nov.

DUREAN MARU ... Middle of December.

(London, Antwerp, Rotterdam & Hamburg.)

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers.

Persia Maru ... 9,000 tons ... 14th Nov.

Siberia Maru ... 2,140 tons ... 24th Nov. (from Kobe)

Korea Maru ... 22 tons ... 24th Dec.

Nippon Maru ... 11,000 tons ... 6th Dec.

Tanyo Maru ... 22 tons ... 18th Dec.

Shiwo Maru ... 22 tons ... 15th Jan.

*Circuiting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,

BALEAO, CALLEO, AFRICA AND IQUIQUE.

TERMINES BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.

Seito Maru ... Leave Hongkong.

4th Nov.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

Telephone Nos. 2374 & 2375.

T. DAIGO, Manager.

KING'S BUILDING.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Nov. 5th, 1919. Dec. 27th, 1919. Nov. 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Princo's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For

Steamer

Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

or to REISS & Co. Canton

Hongkong, 10, Apr. 1917.

THE BANK LINE, LTD.

General Agents.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.

LONDON OFFICE—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

SHIPPING NEWS.

AN OIL FUEL QUESTION.

The question of using oil fuel instead of coal on the half-a-million tons shipbuilding programme of the Cunard Line was explained by a high official of the company recently. Most of the world's large ports have oil-loading appliances, and a 20,000-ton steamer could be bunkered in 12 hours instead of three to four and often more days. A 20,000-ton steamer would burn about 3,000 tons of coal from Liverpool to New York. With oil you save 1,500 tons dead-weight, and there is a reduction by about 50 in the engine-room staff.

CHINESE SHIPPING.

The leading article in the latest issue of *Shipping and Engineering* is "Chinese Shipping Ambitions," and although doubt is expressed in this article regarding the success and eventual adoption of plans that are maturing for the promulgation of a Chinese Mercantile Marine, yet it is pointed out that the shipbuilding industry in China would considerably benefit by the success of the proposed scheme besides added activity being obtained in the iron and steel factories in China. The article states: "The building of a national service of ships would, besides being of considerable value to the country, promote the shipbuilding industry and, with added impetus being given in this direction, there would be a greater call on the iron and steel industries of the country, so that the shipping viewpoint is not the least that is to be considered."

CHINA COAST GAZETTE.

Mr. T. Johnstone, chief officer, Kaitong, has gone chief officer, Taikoo Wan Yi. Mr. J. Hibbert, from reserve, has gone chief officer, Kaitong. Captain A. J. Scott, of the Tean, is on leave. Captain W. Macdonald, of the Kwangse, has gone master, Tean. Mr. J. R. Shearer, chief officer, Taikoo Wan Yi, has gone acting master, Kwangse. Mr. G. McAdam, chief officer, Tungchow, has gone chief officer, Tatung. Mr. A. H. Taylor, chief officer, Tatung, is on reserve. Mr. H. Stansfield, from reserve, has gone, supernumerary third engineer, Sunning. Mr. N. C. Brodie, chief engineer, Sunning, is on leave. Mr. F. K. McIntyre, from reserve, has gone chief engineer, Sunning. Mr. A. Anderson, third engineer, Hsin Peking, has gone second engineer, Paoing. Mr. A. H. Mangold, acting chief officer, Chipshing, has gone second officer, same ship. Mr. M. McCarthy, chief officer, Yatshing, is on reserve. Mr. C. R. Morse, from reserve, has gone chief officer, Yatshing. Mr. H. M. Bishop, third engineer, Hangsang, has resigned. Mr. J. Gray from reserve, has gone acting master, Tungwo. Captain J. R. Reid, of the Tungwo, is on leave. Captain J. Jackson, from leave, has gone master, Luenho. Mr. W. Forrester, acting master, Luenho, has gone chief officer, Suiwo. Mr. F. C. Everett, chief officer, Suiwo, is on reserve. Mr. S. Warland, second officer, Laisang, has gone acting chief officer, Chak-sang. Mr. D. Summers has been appointed supernumerary second officers, Tuckwo. Mr. H. J. Hudd has been appointed second engineer, Kingsing. Mr. A. S. Spiers, second engineer, Kingsing, is on leave. Mr. J. S. Black, from reserve, has gone second engineer, Luenho. Mr. F. Dunstan, acting second engineer, Luenho, has gone third engineer, same ship. Mr. F. C. Clemo, third engineer, Luenho, is on leave. Mr. D. Anderson, chief engineer, Wosang, is on leave. Mr. H. M. Scott, chief engineer, Kwongsang, has gone chief engineer, Wosang. Mr. D. Buie, supernumerary third engineer, Luenho, has resigned. Mr. P. E. Anderson, chief officer, Kungping, has gone chief officer, Hsinking. Mr. W. Olsen, from reserve, has gone chief officer, Kungping. Mr. E. Hebrino has been appointed third engineer, Hsin Chang. Mr. W. E. Earle, supernumerary second officer, Kaiping, is on reserve. Captain P. H. Going has been appointed master, Kong-hing. Mr. M. Silice, chief officer, Wabon, has gone chief officer, Tinsing. Mr. A. Campbell, from reserve, has gone chief officer, Kachow. Mr. S. Pirie, chief officer, Kachow, has resigned. Mr. J. Nesbitt has been appointed chief officer, Kolya. Mr. P. C. Hutchence has been appointed second officer, Kolya. Mr. W. C. Beck, has been appointed chief officer, San Ning. Mr. R. Adamson, chief officer, San Ning, has resigned. Shipping and Engineering.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sunning	6th Nov. at noon.
WEIHAIWEI	Chefoo	11th Nov. at 3 p.m.
AND TIENTSIN	Hutchow	18th Nov. at 3 p.m.
MANILA, CEBU & ILOILO	Taming	

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, midships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Siam.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.
Hongkong Nov. 4, 1919.INDO CHINA STEAM
NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG	Lotsang	Wed. 5th Nov. at 8 a.m.
MANILA	Yuesang	Fri. 7th Nov. at 3 p.m.
SHANGHAI	Choyang	Sat. 8th Nov. at daylight
KOBE	Kwasang	Tues. 11th Nov. at daylight
STRAITS & CALCUTTA	Namsang	Tues. 11th Nov. at 3 p.m.

ALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore returning from Calcutta, steaming through the Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and have carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Southern Ports via Shanghai.

MANILA LINE.—A regular service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE.—One sailing per month by motor steamer and landings by a steamer having no cargo space.

Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dairi.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Quinnabaug Medina TUES. 4th Nov. at noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.

(Sailings)

For

Date of arrival

Date and time of departure.

"ST. ALBANS" Sydney Melbourne, via Queensland Ports. 30th Oct. 3rd Nov. at 3 p.m.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built on order for the Imperial V.M.S. and are complete with every modern convenience for Ocean Traveling.

A fully qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and Particulars Apply To:

GIBB, LIVINGSTON & CO.,

AGENTS.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about

1st December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

SHIPPING.

O. S. K.
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELESTES MARU" ... Saturday, 8th Nov.
"ALPS MARU" ... End of November.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

Buenos Aires—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"SEATTLE MARU" ... Monday, 17th November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore
"INDUS MARU" ... Tuesday, 4th Nov.
"SAIGON MARU" ... Beginning of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" ... Monday, 1st Dec.

SYDNEY & MELBOURNE—Monthly service calling at AUSTRALIA, N. Z. and ADELAIDE.
"MADRAS MARU" ... Middle of November.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
"AFRICA MARU" ... Monday, 17th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

AMAKUSA MARU ... Sunday, 9th Nov.
TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... Thursday, 6th Nov.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

Tel. No. 744, and 745. No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).

HEAD OFFICE KOBE.
Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERN, PORT SAID, GALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAYLOR, SINGAPORE, SAIGON, VLADIVOSTOK, SHANGHAI, HAI PHONG, TIENTSIN.

Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,
M. HASHIMOTO,
General Agents.

Telephone No. 3108.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A.; Hongkong, Shanghai, Manila and Kobe.

Operating the following Far Eastern Service for the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

FOR SEATTLE

"WEST ISLIP" ... 2nd half Nov.

FOR SAN FRANCISCO

"WEST CACTUS" ... 1st half Nov.

"WEST CAJON" ... 1st half Dec.

Through rates quoted and through B/L's issued to all points in U.S. and Canada.

L. EVERETT, Vice-Pres. E. A. NELSON, Gen. Agent.
OFFICE: 1ST FLOOR POWELL'S BUILDING, 12 Des Voeux Road.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER SAILING DATE.
"MELVILLE DOLLAR" ... 28th November.
"HAROLD DOLLAR" ... 10th December.
"BESSIE DOLLAR" ... 15th January.
"MELVILLE DOLLAR" ... 5th February.
"HAROLD DOLLAR" ... 10th March.

FOR SAN FRANCISCO.

"WEST HARTS" ... 7th November.
"WEST IRA" ... 30th November.
"WEST HEPBURN" ... 5th December.

Through Bills of Lading issued to all parts of United States or Canada.

FOR NEW YORK VIA CUBA.

"GRACE DOLLAR" ... 7th December.
"M. S. DOLLAR" ... 7th January.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR TEL. 792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.

hence about 20th November.

S.S. PERSIA. S.S. AFRICA.

For freight or passage apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Canadian N. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Eurydice" ... via Panama ... 3rd Nov.
"Eurylochus" ... via Panama ... 25th Nov.
"City of Newcastle" ... via Suez ... 30th Nov.
"Knight Templar" ... via Panama ... 22nd Dec.

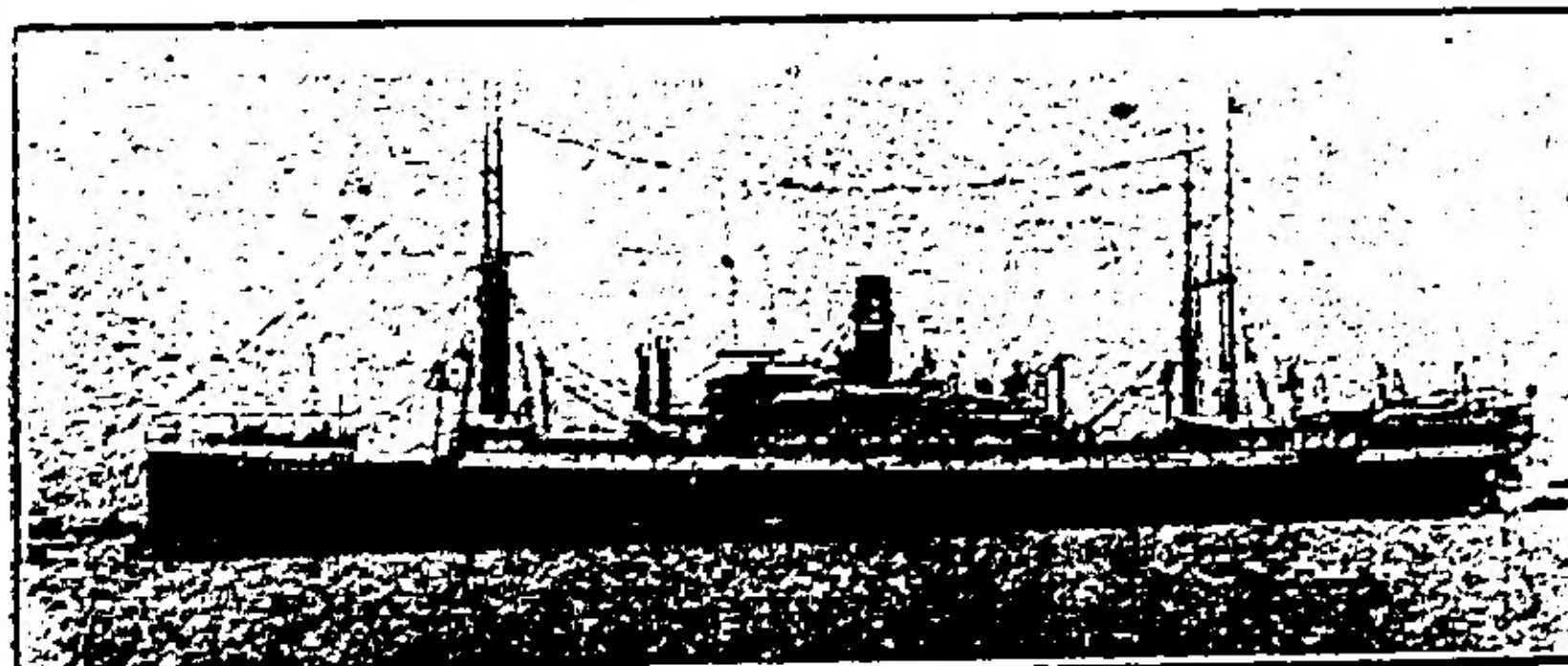
Steamers proceed via Suez Canal to Port Said and Suez.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjimanoket	Java	in port	5th Nov.	Java
Tjikini	Java	in port	4th Nov.	Shanghai
Tjiluwong	Java	in port	9th Nov.	Japan
Tjisalak	Java	in port	—	—
Tjipanas	Java	in port	4th Nov.	—

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETHERLANDS INDIA, MANILA,
HONGKONG & SAN FRANCISCO.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

SHIPPING.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	5th Nov.	10th Nov.
CHANGSHA	23rd Nov.	28th Nov.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 46.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Prinzessin ... P. & O. ... Nov. 4	Colombia ... P. M. S. ... Nov. 4	Nanking ... C. M. S. ... Nov. 5	Seiyu ... T. K. K. ... Nov. 5	West Harts ... R. D. Co. ... Nov. 7	Iconium ... A. L. ... Nov. 8	Hartland ... A. L. ... Nov. 10	Taiyuan ... B. & S. ... Nov. 10	Persia ... T. K. K. ... Nov. 14	Yokohama ... M. N. Y. K. ... Nov. 14	Van Waerwyck ... J. C. J. L. ... Nov. 15	Endicott ... A. L. ... Nov. 17	Africa ... C. S. K. ... Nov. 17	E. of Japan ... C. P. O. S. ... Nov. 19	Aki ... N. Y. K. ... Nov. 19	Elkton ... A. L. ... Nov. 19	Tatsuno ... M. N. Y. K. ... Nov. 19	China ... C. M. ... Nov. 22	Kashima ... M. N. Y. K. ... Nov. 23	Tokuwa ... M. N. Y. K. ... Nov. 23	Eastern ... P. & O. ... Nov. 23	Eurylochus ... B. L. ... Nov. 25	E. of Asia ... C. P. O. S. ... Nov. 27	West Hartland ... A. L. ... Nov. 27	Melville ... R. D. Co. ... Nov. 28	Tamba ... M. N. Y. K. ... Nov. 28	Siberia ... T. K. K. ... Nov. 28	Melville ... D. R. D. Co. ... Nov. 28	Changsha ... B. & S. ... Nov. 28	C. of Newcastle ... B. L. ... Nov. 30	Nishmaha ... A. L. ... Nov. 30	West Ira ... R. D. Co. ... Nov. 30	West Cactus ... S. & D. 1st half Nov.	West Cajon ... S. & D. 1st half Nov.	Seattle ... M. O. S. K. M. of Nov.	Alpa ... M. O. S. K. E. of Nov.	Nippon ... D. & Co. E. of Nov.	Tsushima ... M. N. Y. K. E. of Nov.	West Islip ... S. & D. 2nd half Nov.	Waban ... A. L. ... Dec. 1	Venezuela ... P. M. S. ... Dec. 2	Korea ... T. K. K. ... Dec. 2	West Hephburn ... R. D. Co. ... Dec. 5	Nippon ... T. K. K. ... Dec. 6	Grace ... D. R. D. Co. ... Dec. 7	Eldridge ... A. L. ... Dec. 10	Harold ... D. R. D. Co. ... Dec. 10	Nishmaha ... A. L. ... Dec. 11	Fushimi ... M. N. Y. K. ... Dec. 13	Montague ... A. L. ... Dec. 15	Tenyo ... M. T. K. K. ... Dec. 18	Monteagle ... C. P. O. S. ... Dec. 19	Crevecoeur ... A. L. ... Dec. 20	Namsang ... J. M. Co. ... Dec. 20	Knight Templar ... B. L. ... Dec. 22	Edmore ... A. L. ... Dec. 24	Nile ... C. M. ... Dec. 27
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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

265, from Shanghai.
Poon Tawyin, Asia Hotel, from Shanghai.
Yongshingtuck, from Shanghai.
Kaibing, from Amoy.
Hengseng, from Kobe.
Bosenghang, from Taipei.
Sinkongkob, from Kobe.
Changyu, from Tientsin.
Yikchechan, from Shanghai.
Kingshunting, from Shanghai.
Capt. Scott Swire, from Shanghai.
Sunsingcheung, Connaught Road, from Shanghai.
Chungganing, Kwangyuen Steam Ship Co. Ltd. from Shanghai.
Mookie, from Amoy.
Tungcheong, from Taipei.
Tanwesien, from Amoy.
Namwo, from Amoy.
Kwangtung, from Shanghai.
Rev. Hine Kin, Hotel Edward, from Shanghai.

T. KRING.

Superintendent.

Hongkong, Oct. 31, 1919.

CONSIGNEES.

NOTICE TO CONSIGNEES.

CHINA MAIL S. S. CO., LTD.

From SAN FRANCISCO
HONOLULU, YOKOHAMA
& SHANGHAI.

The Steamship

"NANKING."

having arrived, from the above mentioned ports, Consignees of cargo are hereby notified that all the goods are being landed at their risk into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. and stored at Consignee's risk.

Goods not cleared by Wednesday 5th November, 1919 will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined on Wednesday, 5th Nov. 1919 at 10 a.m. No claim will be entertained after the goods have left the ship's side and/or Godown. All claims must be presented within a month of ships arrival otherwise they will not be recognised.

No fire insurance whatever will be affected.

Bills of Lading will be countersigned by.

CHINA MAIL S. S. CO., LTD.
C. H. RITTER,
Agent.

Hongkong, 30th October, 1919.

THE ADMIRAL LINE.

THE Steamship

"WEST HARTLAND"

Having arrived from Portland Ore via ports, on Nov. 1st, 1919 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Nov. 6th, 1919 by the Company's Surveyors, Messrs. Goldard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Nov. 7th, 1919 will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.

Operating Agents:—

U. S. Shipping Board.

5th floor, Hotel Mansions.

Hongkong, 7th November, 1919.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET.

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS: "TAIKOODOCK" HONGKONG.

TELEPHONE NO. 222

CALL FEAR: "C" OVER "A.M. PENNANT."

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe.)

ICCHIM ... About Nov. 8. "ELKTJN" ... About Nov. 11.
WHITLAD ... Nov. 11. "ELDRIDGE" ... Dec. 10.
ENDICOTT ... Nov. 11. "EDMIST" ... Dec. 21

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"WEST HARTLAND" ... About November 17th.

"WASAN" ... Dec. 1st.

"FISHMARA" ... Dec. 11th.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2417 & 2478.

5th Floor, Hotel Mansions.

NEW EMPRESS LINER.

ON THE WAY TO HONGKONG.

We are advised by the management of the C.P.O.S. that the Company's new steamer Empress of Canada is scheduled to leave London on 1st November, 1920, for Hongkong via the Suez Canal. After leaving London the steamer will call at Gibraltar, Monaco, Naples, Port Said, Suez, Bombay, Colombo, Singapore, Batavia, Manila, Hongkong, thence to Vancouver by the usual ports of call.

It is expected that the Empress of Canada will spend Christmas 1920 in Hongkong, her expected stay in this port being from the 22nd to 28th December.

It is the intention of the Company to operate an around-the-world "tour de luxe," using the Company's ocean and rail lines throughout. From 400 to 500 persons, it is expected, will avail themselves of this tour. After completing her tour the Empress of Canada will take up her regular schedule on the Hongkong Vancouver berth, with the Empress of Russia and Empress of Asia. The new steamer will be low in appearance, the general hull design of the Empress of Russia and Empress of Asia, but will be a Super Empress in every respect.

Under the Company's instructions, builders, designers and furnishers have combined to turn out a modern passenger steamer, replete in every detail of luxury of appointment and efficiency in equipment. Following are some of the more salient features of the new ship:

Length between perpendiculars.....535 feet
Length on water line.....544 ..
Beam, moulded.....77 6 ..
Depth, moulded to Bridge Deck.....53 6 ..
Tonnage—registered about.....22,000
Tonnage—displacement about.....40,000
Engines—geared turbines, Fuel—Oil.
Fuel tanks—4,250 tons oil in double bottom.
Speed—20 knots on trial.
The passenger capacity of the Empress of Canada will be 423 first, 106 second, 240 third and 937 Asiatic steerage class. It is expected that the Empress of Canada will carry the highest class list of passengers ever taken on any around-the-world cruise, including leading bankers, financiers and manufacturers.

The advent of such a party will add stimulus to the already keen interest in Eastern travel and trade being displayed in England, Canada and the United States.

MOVEMENTS OF STEAMERS.

The American & Manchurian Lines s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The N.Y.K. s.s. SADO MARU (European Line) left London for this port via the Suez Canal on the 4th Oct., and is expected here on the 12th Nov.

The N.Y.K. s.s. KOSOKU M. (Bombay Line) left Bombay for this port direct on the 17th Oct., and is expected here on the 7th November.

The N.Y.K. s.s. KITANO M. (European Line) left London for this port via the Suez Canal on the 18th Oct., and is expected here on the 34th Nov.

The s.s. METHVEN left Vancouver for Hongkong, via Japan ports, & Shanghai on the 19th Oct., and is due here on or about the 24th Nov.

The R.M.S. EMPRESS OF ASIA from Hongkong on the 2nd October, arrived at Vancouver on the 20th October.

The N.Y.K. s.s. MISHIMA MARU (European Line) left Singapore for this port on the 31st Oct., and is expected here on the 5th Nov.

The N.Y.K. s.s. TANGO M. (Australian Line) left Sydney for this port on the 31st Oct., and is expected here on the 21st Nov.

The N.Y.K. s.s. YAMAGATA M. (Bombay Line) left Moji for this port on the 2nd Nov., and is expected here on the 6th Nov.

The N.Y.K. s.s. HWAHWA (Bombay Line) left Bombay for this port on the 28th Oct., and is expected here on the 15th Nov.

The R.M.S. EMPRESS OF RUSSIA arrived at Shanghai on 1st Nov. 3.30 p.m. left there 1st Nov. Midnight and is due at Nagasaki on 3rd Nov. 6 a.m.

EARLIER TELEGRAMS.

THE FINANCIAL DEBATE AT HOME.

London, Oct. 30.

In the House of Commons, replying to Mr. Chamberlain, Sir Donald Maclean quoted Mr. Chamberlain's speech of 7th August, when he spoke of national bankruptcy and asked what had happened in the interval to justify the Chancellor's new position. He, Sir Donald, nowise thought the country was bankrupt, but the need for retrenchment was imperative.

Sir F. Steel Maitland urged increased taxation of war profits. He described the Chancellor's speech as a dose of soothing syrup and demanded that the Government put a fixed limit to its expenditure.

The Labourite, Mr. Adamson, said the country and the Commons were getting tired of the ceaseless talk of the need of economy without the Government taking practical steps to this end. He urged a combination of taxation with rigid economy but a levy on capital must ultimately be faced.

Mr. Kinloch Cooke urged the issue of premium bonds. Mr. Arthur Henderson said the Labour Party was convinced that no policy of retrenchment could meet the case. War fortunes should not merely be taxed but expropriated for the benefit of the nation.

The House adjourned. Replying to Mr. Kinloch Cooke, Mr. Chamberlain said that if the House of Commons generally wished to consider the propriety of a lottery he would not object.

The House of Lords by 52 votes to 15 rejected Lord Buckmaster's motion.

Lord Emmott urged the necessity of increasing exports if the country was to pay its way.

Lord Reading in a maiden speech opposing the motion, emphasised that the country was not on the verge of bankruptcy. He scented the idea that we were in an exhausted condition. A case had not been made out for passing the resolution. He was convinced they would do better to wait. The root of all taxation was the increasing of resources by stimulating production.

Lord Beaverbrook said inflation was the real source of our financial troubles. He deprecated a capital levy and increased income tax but advocated taxation of war fortunes which should realise fifteen hundred millions.

Lord Birkenhead repudiated the charge of extravagance against the Government, which in the past year had made a genuine and strenuous and not unsuccessful attempt to practise economy.

London, Oct. 31.

The papers are unanimous in acknowledging that the Government scored a triumph in the financial debate, even the "Daily News" admitting that the Premier's speech was a great oratorical success, making a tremendous impression upon the House. The discussion fizzled out when the Premier sat down. It is opined in the Lobby that it was one of the emptiest discussions ever heard in the Commons. As the division showed, yesterday's debate was merely a Labour demonstration, without significance. Critics in the papers, however, continue their denunciation of what one describes as the Government's "faith healer finance." They accuse the Government of relying on rhetoric and despising the logic of facts which will speedily bring the country to a very serious position unless the high prices are checked. The "Times" in a leader says there will be widespread astonishment that the Commons was so easily cajoled. Those believing in representative institutions will tremble for Democracy's future. The "Times" Lobbyist says that the Government is undertaking a lightning Autumn campaign in the country in an endeavour to regain lost prestige. They are holding two hundred mass meetings in the next six weeks, especially in the industrial centres, winding up with a great demonstration in London to be addressed by Mr. Lloyd George and Mr. Bonar Law.

THE PRINCE IN CANADA.

Montreal, Oct. 29.

Montreal surpassed itself to-day in its reception of the Prince of Wales on his return visit. The route was lined by crowds shouting and flag-waving, while flowers and confetti were showered at the Prince. After a civic luncheon His Royal Highness proceeded to the parade ground and thence through the poorest quarters. The crowds were so dense for miles that there was the greatest difficulty in getting the cars of the procession through.

Speaking at the civic luncheon, partly in English and partly in French, the Prince of Wales dwelt on the importance of the union of the British and French races in Canada, where none could doubt it would eventually produce as great and powerful a united nation as the British nation itself.

The Prince of Wales inspected five thousand war veterans on the parade ground. Vast crowds broke the ropes and flooded the enclosure and large reinforcements of mounted police had to be obtained before the police, who were most good humoured, could deal with the situation.

Near the Art Museum again the wide streets were completely blocked. The Prince's car was engulfed and all the efforts of the police and his escorts were necessary to extricate the laughing Prince from the throng of enthusiastic admirers.

INDIAN FRONTIER OUTRAGES.

Simla, Oct. 30.

Owing to the growing hostility of the Waziris and Massuds during and since the Afghanistan trouble, it has become necessary to adopt measures to prevent the continual attacks on British convoys and raids into British territory. Representatives of these tribes are being summoned to hear the British terms. In the event of non-compliance they will be given time to remove their women and children and thereafter subjected to a period of intensive aerial bombardment followed up by other punitive measures against sections of the tribes implicated in the recent outrages. Six infantry brigades and also cavalry and artillery, commanded by Major General Clim, are being employed.

THE PEACE TREATY.

Washington, Oct. 30.

No further amendments to the Peace Treaty are at present suggested, but there are fourteen reservations reported by the Foreign Relations Committee to be considered. After these are dealt with the Treaty as a whole must be ratified by two-thirds of the Senators.

The Peace Treaty was ratified to-day.

DEATH OF FRENCH ARTIST.

Paris, Oct. 29.

M. Roll, one of the best known French painters in the modern school and President of the Fine Arts National Society, died in Paris yesterday. —Havas.

NEW ADVERTISEMENTS.

LADIES NEWS!

We beg to inform you that Mr. G. Matsumura of Yokohama, who has had several years experience in a well-known tailoring firm in Paris will exhibit latest models of Paris elite style dresses in our premises, from the 5th, to the 15th inst.

Dresses of satin crepe or brocaded satin crepe with fine embroideries, blouses of georgette crepe or crepe de chine &c., will be sold at special introduction prices.

The stock being limited to a selected collection early inspection is invited.

KOMOR & KOMOR
Alexandra Buildings.

Hongkong, 4th November, 1919.

THE FRAWLEY COMPANY

AT THE

THEATRE ROYAL

IN A SEASON OF THE LATEST AND GREATEST OF LONDON AND NEW YORK SUCCESSSES.

Commencing nightly at 9.15.

TUESDAY, NOV. 11	"THREE WISE FOOLS." Austin Strong's delightful comedy.
WEDNESDAY, NOV. 12	"TURN TO THE RIGHT." by Winchell Smith and John L. Hazard— America's greatest comedy.
THURSDAY, NOV. 13	"POLLY WITH A PAST." a comedy with complications by George Middleton and Guy Belton.
FRIDAY, NOV. 14	"LOWBARDI, LTD." the Hattons' latest Broadway comedy hit.
SATURDAY, NOV. 15	"PARLOR, BEDROOM AND BATH." a fresh, flippant, farcical frolic by C. W. Bell and Mark Swan.

Prices As Usual. Booking at MOUTRIE'S.

EAT
WISEMAN'S BREAD

Good, pure, wholesome food is
essential to

GOOD HEALTH

even if you have to pay a little
more for it.

WISEMAN'S BREAD is made in
a large, airy and well ventilated
Bakery and under European
Supervision.

Do not run any risk.
Get your bread from WISEMAN'S.

D. M. GOODALL, MANAGER.

NOTICE.

This is to notify that the Showrooms of MUSTARD & CO. have this day been removed to 17, Connaught Road, opposite the Douglas S.S. Co's Wharf.

MUSTARD & CO.

Hongkong, 3rd November, 1919.

NOTICE.

NOTICE OF REMOVAL.

Our office has this day been removed from No. 4, Des Vaux Road Central to Victoria Buildings No. 5 Queen's Road Central.

VERNON & SMYTH,

Share & General Brokers.
Hongkong 1st November, 1919.

NOTICE.

KOWLOON CRICKET CLUB.

An Extra Ordinary Meeting of members will be held in the Club house on Wednesday November 5th at 6 p.m.
Business:—As per notice posted in the Club house.
By Order of the Committee
L. J. BLACKBURN,
Hon. Secretary.

Hongkong 29th October, 1919.

DANCING.

PALACE HOTEL

TO-NIGHT TO-NIGHT

Tuesday 4th Nov. 1919

The Band of S.S. Namking will play in the above Hotel to-night (Tuesday).

Commencing 7.30 p.m.

Dancing 9 p.m.

Tables for Dinner Can be ordered by Phone K3. Prices \$1.25.

WANTED.

WANTED.—Nurse to help look after two children, aged 4 and 2 years, on voyage to England soon after Christmas, in exchange for second class passage. Apply Mrs. Platt, 3, Knutsford Terrace, Kowloon.

CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

s.s. "BENCLEUCH."

From ANTWERP MIDDLESBRO. LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 18th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 4th November, 1919.

NOTICE.

The Offices of R. NEGRE have this day been REMOVED to—
No. 17A, top floor, Queen's Road Central.

NOTICE.

A. S. WATSON & CO., LTD.

Notice is hereby given that an Extraordinary General Meeting of A. S. Watson & Co. Limited, will be held at the Hongkong Hotel on the 5th day of November, 1919, at Noon, when the sub-judicial resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of October, 1919, will be submitted for confirmation as a Special Resolution.

That the New Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 21st October 1919.

NOTICE.

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY LTD.

We have been appointed Agents and have now taken over charge of the affairs of The Eastern & Australian Steamship Company Ltd. at this port.

For full particulars, Passage, Freight etc. apply to—
MACKINNON MACKENZIE & COMPANY,
Agents.

22, Des Vaux Road Central, Hongkong.

G. R.

NOTICE

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,

C. S. P.

Hongkong, 5th September 1919.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Society will be held at the registered office of the Society, Nos. 3 and 4 Queen's Building, Victoria in the Colony of Hongkong on Friday the seventh day of November 1919 at 12 o'clock Noon, when the sub-judicial Resolutions will be proposed:—

1. That the fusion of the interests of the Union Insurance Society of Canton, Limited, (in this and the following Resolutions referred to as "the Society") and the North China Insurance Company Limited (in this and the following Resolutions referred to as "the Company") be approved of and agreed to on the basis following:—

(a) That shares of the Society of the nominal value of £10 each whereof £4 per share shall be credited as paid up be allotted to the shareholders of the Company in exchange for the shares of the Company in the ratio of one and half shares of the Society for each one share of the Company.

(b) That the Society in addition make payment to the shareholders in the Company of the sum of £5. (Five pounds) Sterling in cash for each one share in the Company held by such shareholders exchanging their shares in manner and upon the basis mentioned in clause (a) above.

2. That for the purpose of carrying into effect Resolution No. 1 (a) above, the Society do issue 15,000 Shares of the nominal value of £10 each (whereof the sum of £4 per share is credited as paid up) out of its unissued capital of 104,000 shares.

3. That the 15,000 shares referred to in Resolution No. 2 above as and when issued do rank for dividend and in all respects pari passu with the existing Ordinary shares of the Society and that the balance (if any) of such 15,000 shares be dealt with in such manner as the Board of Directors of the Society shall think most beneficial to the Society.

Dated this Twenty-Fifth day of October 1919.

C. H. P. HAY,

Deputy General Manager,

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Vaux Road Ctl.
Hankow Branch: Panoff Building.

FOR THE YEAR TO COME

Prudential is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by

OPENING A SAVINGS ACCOUNT WITH US.

\$1 to start. SYSTEMATICALLY it will grow to THOUSANDS.

HONGKONG HOTEL.

TEA DANCES WILL BE HELD ON THE FOLLOWING DAYS DURING THE MONTH OF NOVEMBER, FROM 4.30 TO 7 P.M.

TUESDAY, 4TH, FRIDAY, 7TH, MONDAY, 10TH, FRIDAY, 14TH, MONDAY, 17TH, FRIDAY, 21ST, MONDAY, 24TH, THURSDAY, 27TH.

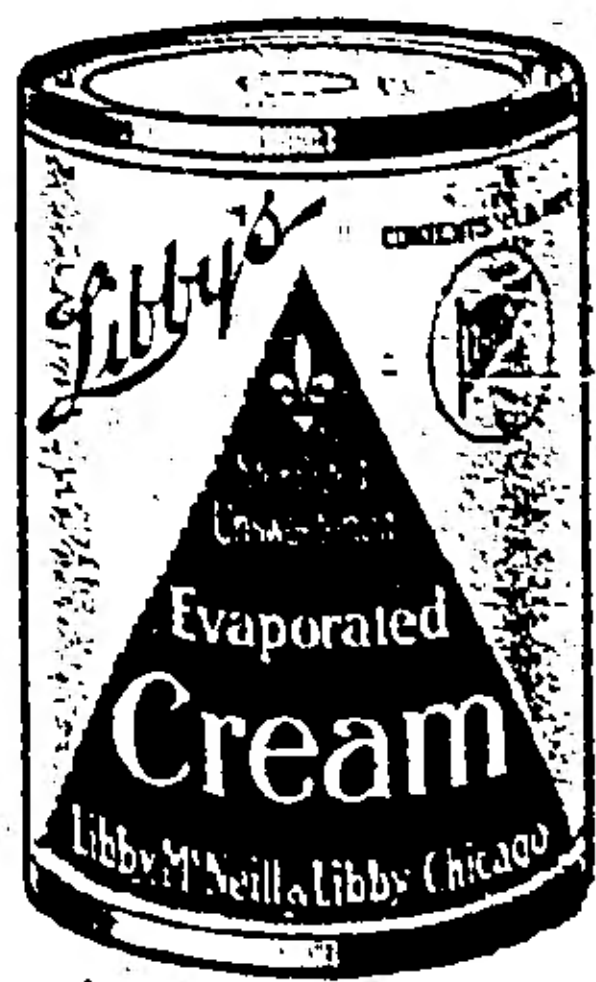
ADMISSION TO DANCE ROOM EACH DAY \$2.00 PER HEAD, INCLUDING TEA.

J. H. TAGGART,

Manager.

NOTICES.

SUPERIOR
QUALITY
FINEST
FLAVOR
ABSOLUTELY
PURE



ON SALE EVERYWHERE
TRY IT
CONNELL BROS CO.
SOLE AGENTS.

LA FAVORITE

LATEST PARISIEN CREATIONS

EVENING DRESSES, AFTERNOON
GOWNS, SMART COSTUMES &
SPORTING APPAREL.**LA FAVORITE**

9 Beaconsfield Arcade.

Reduced Prices
from October
15th.

Take
ADVANTAGE
of the
EXCHANGE
and re-tyre
with



Time to Re-tyre?
(Buy Fisk)

FISK.

Covers.

Size	Non-Skid	Plain	Tubes
28" x 3"	\$18.50		\$4.75
30" x 3"	19.00		5.00
30" x 3 1/2"	23.00	\$21.50	5.25
32" x 3 1/2"	26.50	25.00	5.50
32" x 4"	36.00	34.50	6.00
32" x 4"	38.00	36.50	6.50
33" x 4"	39.00	37.50	7.00
34" x 4"	40.00	38.50	7.50

SHEWAN TOMES & CO.
MOTOR DEPARTMENT.

Garage No 7 Russell St.

Phone 659.

THE SUN COMPANY.

PETITION FOR WINDING UP.

At the Supreme Court this morning, before Mr. Justice Melbourne, a petition for the winding up of the Sun Company, Ltd., Des Voeux Road, came on for its first hearing.

The petition, which was filed on October 17, has been made by Chan Siu Hing, of the Commercial Union Assurance Co., Ltd., of Queen's Buildings, and in the petition it is stated that the Company is indebted to him for the sum of \$5,000 which he had deposited. He made application for the payment, but the Company has failed to pay any part of it. The Company is unable to raise funds and its account at the banks is overdrawn and the banks have refused to allow a further overdraft. Paragraph 7 of the petition states: "The Company is indebted for monies deposited with it and payable on demand in the total sum of \$1,450,000 and of this sum \$500,000 has been demanded by depositors. The Company has no funds to meet these demands, still less to pay the whole of the depositors if they pressed for payment. In addition to this, the Company has other heavy liabilities totalling above \$2,559,000."

The petitioner adds that as the Company is unable to pay its debts it is just and equitable that it should be wound up.

Mr. C. G. Alabaster, O.B.E., instructed by Mr. Davidson, appeared for the petitioner, and stated that he was asking for his Lordship to consent to a short adjournment until Friday. The Company has very substantial assets far exceeding its liabilities, but there had recently been a "run" by its depositors. As those deposits were payable on demand, the Company had been unable to meet the "run" in spite of the fact that its assets vastly exceeded its liabilities. So a winding up order in some form was necessary. It was proposed that a certain arrangement should be made and the sanction of the Court obtained under Section 121 of the Companies Ordinance. A very large number of depositors, including the petitioner, had intimated their consent to the scheme which had been outlined, but in order that the scheme could go through an extraordinary resolution had to be passed by the shareholders of the Company and that resolution, which was one that the Company should voluntarily be wound up, was down for Thursday next. The petition before the Court had been set down for to-day, but it was considered desirable that they should wait the result of Thursday's resolution. If it were passed, as it probably would be, the petitioner would be satisfied with a supervision order instead of a compulsory order. On those grounds, he asked that the matter be adjourned until Friday morning, when they would know what the position was.

His Lordship agreed to the adjournment, fixing the hearing at 10.30.

A COLLISION.INDO-CHINA BOAT
DAMAGED.

News has been received of a collision between the Indo-China S. N. Co.'s boat Waishing and a Japanese vessel in the river outside the Harbour limits of Shanghai. The details so far received are meagre, but the accident is reported to be somewhat serious, necessitating a week's repairs to the former vessel. It is not known whether the Waishing carried any passengers. The Waishing has been on the Shanghai-Bangkok run for several months past.

NEW
ADVERTISEMENTS.

NOTICE.

THE HONGKONG CORINTHIAN YACHT CLUB.

RACING FIXTURES

Season 1919-1920.

Cruiser Championship. First Race Nov. 9th. Start 10 a.m. Gael & Hayward Heys. First Race Nov. 15th. Start 2.30 p.m. Full particulars on Club Notice Board.

WANTED.

WANTED.—French language and music lessons each Monday. Wednesday & Friday 5.30 to 7 p.m. Ten Dollars monthly. Apply P. Lauby, 50A Nathan Road, Kowloon.

ENTERPRISING FIRM.

NEW PREMISES OF
ALEX ROSS & CO.

Slowly and steadily the business area of the Colony is being extended. The removal of the offices of Messrs. Alex Ross and Co. to the building next to the Post Office marks a new epoch in the history of the firm. If Sir Paul Chater is the optimist of Hongkong, Messrs. Alex Ross and Co. are the optimistic firm of the Colony. Its faith in the latent possibilities of this British Colony has been unbounded. It has at all times lived in the hope that motoring would be popular in the Colony, and it is to-day seeing that conviction consummated. "Everything for motoring" has been the slogan of Messrs. Alex Ross and Co., and right truly it has lived up to it, for its stores are not only replete with every accessory for the motor but it carries, and has under its agency, some of the very best motor cars manufactured at home and in America.

The development of the firm has been surprising. The expansion of business in the various departments of this local institution had long ago necessitated removal to more commodious premises. Hemmed in its old quarters, it could not make the display that it desired. When the Hongkong and Shanghai Bank decided to extend their area by absorbing the premises which housed Messrs. Alex Ross and Co., it made it imperative for the firm to look for quarters elsewhere. After casting wistful eyes on the Dragon Garage building, the firm eventually bought it, and immediately got to work altering it considerably. The building was substantial, and the firm rightly decided not to raze it, but to make internal alterations on an elaborate scale. Messrs. Leigh and Orange were requisitioned to draw up plans which would transform the place into a most modern and up-to-date store, and the well-known furniture store, the Hongkong Furniture Co., of 20, Queen's Road Central, were entrusted to give expression to the cultured taste of the architects. The Hongkong Furniture Company succeeded in doing this most creditably. The workmanship throughout inspires praise, every material being of the first quality. The interior of the place has been transformed

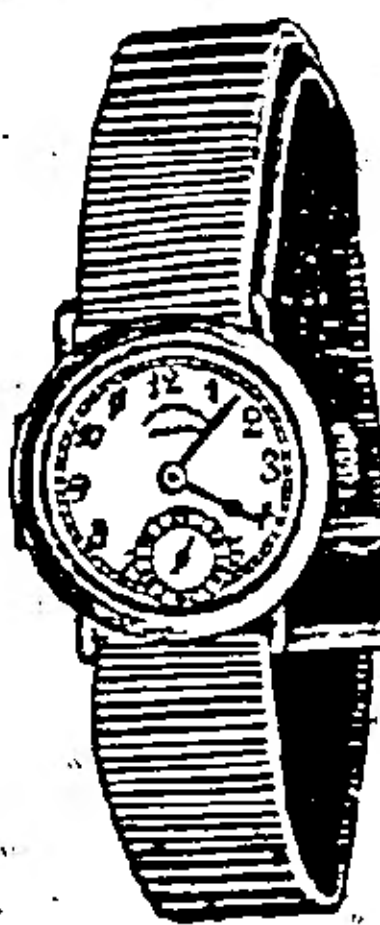
1 2 9 . 3
MILES PER HOUR
ON
'SHELL'

The New British Record created by Captain
Gathergood in the recent Aerial Derby.

THE ASIATIC PETROLEUM CO. (South China) LTD.

When you want to buy

**WATCHES, DIAMONDS AND
JEWELLERY**



34, Queen's Road

it pays best in the long run to buy in an established market. Promiscuous buying may occasionally be useful, but it is usually a battle of wits with the dice loaded against the buyer. Deal with an established firm whose principals know enough of the market to specialise. Ask us to show you our stock.

J. ULLMANN & CO.

FRENCH FIRM ESTABLISHED 1860.

Do You Suffer from any
SKIN OR BLOOD DISEASE

composed of ingredients which quickly attack, overcome, and expel from the blood all impurities from whatever cause arising, and by rendering it clean and pure, can be relied on to effect a complete and lasting cure.

THE TRUE VALUE of Clarke's Blood Mixture is certified by a most remarkable collection of unswerving testimonials from grateful patients of all classes—patients who have been cured after being given up as incurable—patients who have been cured after trying many other treatments without success—See pamphlet and read it.

Clarke's Blood Mixture is pleasant to take and guaranteed harmless to the most delicate constitution of either sex. Of all chemists and stores.

**Clarke's
Blood
Mixture**
WILL CURE YOU
PERMANENTLY.

TIDE TABLE

3rd to 9th November, 1919.

Day	Month	High Water Mean Time	Low Water Mean Time
Mon.	3	12.15	6.15
Tues.	4	12.15	6.15
Wed.	5	12.15	6.15
Thurs.	6	12.15	6.15
Fri.	7	12.15	6.15
Sat.	8	12.15	6.15
Sun.	9	12.15	6.15

m morning a afternoon.

FRECKLES AND HIS FRIENDS

He'd Be a Bolshevik President.

BY BLOSSER



THE MERCURY GARAGE CO.

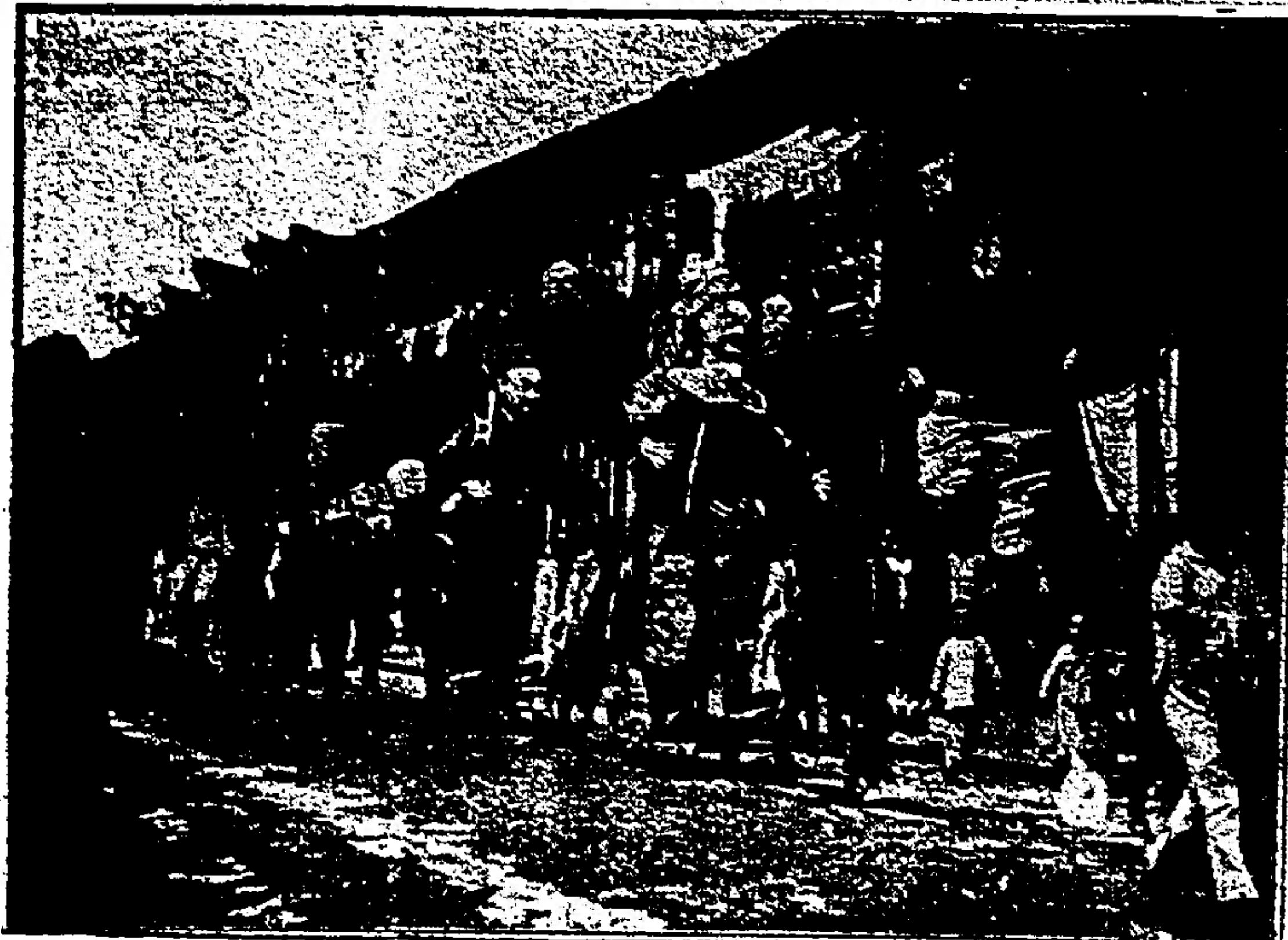
WISH TO SERVE YOU.

BEST CARS. PROMPT SERVICE.

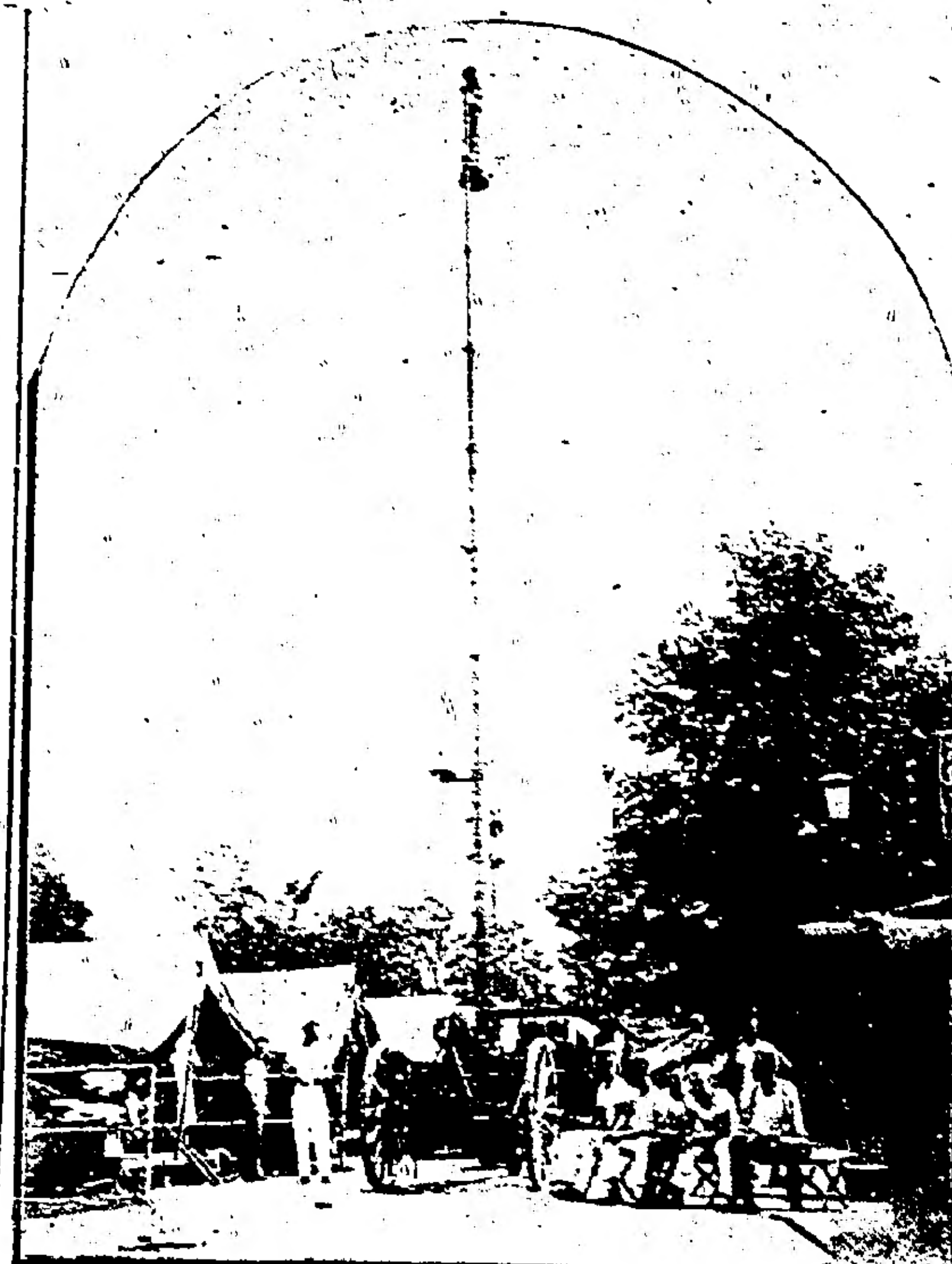
MODERATE PRICES.

RING UP THE FAMILIAR

977.



The funeral of a rich Chinese in a Northern city.



To enable His Royal Highness to view the Battle of Verdun from a safe distance, this monster portable periscope was constructed for the German Crown Prince. The relic was displayed at West Eoint recently.



The motor ship Yuen Fang, formerly the Newchwang Light-ship, was bought by Collinette & Co. for trading purposes. She took fire some weeks ago near Tong-ku and is lying there a total wreck.

"MR BUNG."

SOME POWERFUL FACTS.

Under the above title, "A.G.G." (Mr. A. G. Gardiner, the late Editor of the *Daily News*) writes the following article, which is well worthy of perusal by all who are interested in Home problems:—

When, in his green old age, Mr. Bung is asked by his offspring the familiar question of the hoardings, "And what did you do in the 'great war, grandfather?' he will doubtless reply, "I did well, my son." He cannot very well say less; modesty will forbid him to say more, as he might. For to Mr. Bung the war has been a golden harvest. He is a prince among the profiteers. There may be other achievements which have been more sensational, but none more deserving attention. For Mr. Bung has not only done well, he has restored his dynasty. At a time when his brother across the Atlantic is being deported as an "undesirable citizen" he has become more formidable than he has been for a generation.

If we are to appreciate the full measure of the miracle the war has wrought for him it is necessary to glance back. In the early 'nineties Mr. Bung took fright. Up to that time he had run his business on family lines. He had a good thing and he kept it in his own hands. He controlled one of the political parties in the State and he did not fear Parliament, for through his public-houses he had possession of the most powerful electoral machine in the land. But he saw danger ahead. Popular education was beginning to tell; tea and bun shops were springing up to challenge the ancient monopoly of the public-house; the great inspiration that had come into municipal life with the formation of the London County Council was full of menace; people were learning to love the fresh air; there was a boom in recreation; the pneumatic tyre and the electric tram were taking the young fellows and even old fellows out into the country; and so on. And the author of Local Option, a potential Premier. Altogether, a black outlook. Mr. Bung did not like it. He remembered the public. If he was about to sink the time had come to "float."

BOOM AND SLUMP. And so he "floated." He had two objects in view. He could realise the bulk of his wealth and pass on the risks to the innocent shareholder, and he could fortify "the trade" by enrolling a great army of volunteers who having invested their money in it, would fight to protect it. He would broaden the basis of self-interest. It was a great idea. Mr. Bung baited his hook, and the trout rose hungrily to it. The temper of the time was singularly propitious. It was the time of Barney Barnato and Whitaker Wright, when the whole country was swept by a wave of speculation, believed anything it read in a prospectus and went to bed expecting to awake rich in the morning—if not out of the gold of the raid, or "Northern Terrors," then out of beer. In the course of five years Mr. Bung took some two hundred millions of money from the pockets of the public. There was nothing that called itself a brewery that the public would not scramble to own, and at the end of the wave Mr. Bung sat triumphant with the money in his pocket and a vast host of

loyal supporters of "the trade" surrounding him, waiting for dividends and determined to get them.

Then came the slump. The public found they had been inordinately had. Some of the earlier floatations were honest; the bulk of them were impudent, dishonest. The companies were outrageously over-capitalised; the dividends were not paid; the shares fell to nothing. Mr. Bung, with the plunder in his pocket, explained that it was the wicked politicians who were to blame. They would not let an honest industry alone. Something must be done. Mr. Bung had looked the public, and now the nation must be looked to put him right with the shareholders. Fortunately he had the power to dictate. Mr. Balfour had been returned on the flood tide of the Khaki election, and Mr. Bung, with his well-known patriotism, had been the chief engineer of that famous victory. He demanded that the licences which belonged to the public and which he held on an annual permit, should become his freehold for ever and ever. The theft was duly accomplished. Mr. Bung was able to turn to his shareholders and say, "Now I've paid my debt. First I plundered you and now we've plundered them."

"THE CROWNING MERCY."

But still the great confidence trick of the 'nineties was not wiped out. Still that burden of over-capitalisation hung like a millstone round the neck of the companies. Then came "the crowning mercy" of the war and Government beer. A glorious era. We cut down the supply of beer; up soared the price. We lowered the gravity; the public paid for water. The more the beer was watered the more precious it became. We reduced the hours of opening. Good. That, said Mr. Bung, means that you must reduce the licence duty. And so two and a half millions a year was remitted to him so that the good, honest man should not suffer on that score.

Let us take particular note of this gift of millions in respect of the licence duty. It has been going on for years. It is going on at this moment, when even the most thoughtless minds in the Press are beginning to see the shadow of bankruptcy over the nation. It was given and is given of course on the assumption that the shorter hours meant that Mr. Bung would have less profit. Other people, grocers and bakers and candlestick makers might have less profits—might indeed be shut up altogether and whipped off to the war—but "the Trade"

must be above these vicissitudes of fortune. Its profits are sacred. Now in the light of this gift, let us look into the calamity that has befallen Mr. Bung and estimate the losses the gift is intended to make good. I will compare the year 1917 with 1913. It would serve my purpose better to take 1918, but the figures for that year



are not all at my command. Here is a table giving a comparison of the liquor consumed and the money paid in these two years:—

Consumption Barrels Drink Bill	1913	1917
92,000,000	£168,700,000	£259,000,000
37,000,000	£259,000,000	£259,000,000

That is to say, in 1917, for rather more than one-third of the commodity sold, the trade pocketed nearly £1,000,000 more than it received in 1913. Its trade was cut down by nearly two-thirds, and its receipts went up by more than a third. The explanation is simple enough. As it reduced the quality it put up the price. The consumer paid more and more the less he got; and the worse it became.

LEAPS AND BOUNDS.

The result was what might be expected in such circumstances. The profits of the breweries went

up leaps and bound. In the *Economist* of March 1, there was a comparison of the profits of the leading firms in 1915-16 and the two following years. Here are a few typical cases:—

	1915-16	1917-18
Arnold Perrett	£215,427	£40,576
Bass	£295,628	£437,120
Ind. Coopers	£2,484	£252,953
Allsopp's	£35,811	£181,082
Threlfalls	£80,885	£239,586
Watney, Combs	£206,009	£472,974

In the case of fifteen firms the profits in two years had risen after the payment of debenture interest and all administrative expenses, from £2,591,050 to £4,164,048, an aggregate increase of over a million and a half. Dividends bounded up joyfully. Perrett's, who had paid nothing in 1914, paid 33 1/3 per cent in 1917-18. Threlfalls went from 9

to 30, Whitbread's from 2 to 7, Ind and Coopers from nil to 7 1/2 and so on.

But we must not look to dividends or even to the declared profits to see what was happening. The good fortune was too great to be revealed in its naked characters. For example, Ind. Coopers made £262,953, but the actual sum distributed was only £23,671. In some cases huge profits went to reserve; in others new shares were created out of reserve, and so the dividend was kept at a figure that would not shock the public. Here is a newspaper extract, Jan. 22, 1918:—

"Mitchell and Butlers, the Birmingham brewers, to-day decided to make a further distribution of nearly £500,000 undivided profits in the form of additional share capital to existing holders.

About £300,000 was so capitalised, and the chairman, Mr. Waters Butler, said there had been evidence of an increasing tendency to State control and ultimately to purchase after the war. The State should therefore, have some indication of the capital values with which it was dealing."

Beautifully simple, isn't it? But there is one place where the truth will out, no matter what ingenuities are employed. It is in the market prices of the shares. Here is a little table of the price of shares which will throw a flood of light on the facts.

	1915	1917	1919
Allsopp's	2	253 1/2	86
City of London	12 1/4	91	185
Guinness	213 1/4	307 1/4	331 1/4
Watney	10	85	169

From these figures it will be seen that anyone who invested £2,000 in, say, Allsopp's, even as late as 1915—long after the war had commenced now holds shares to the value of £36,000, a net gain of £34,000. Even in this golden age of the profiteer, this is a record that will not be easily surpassed.

WHEN PURCHASE COMES.

But it is not in connection with the subject of profiteering that the matter is most important at this time. The war is over, the war conditions are passing away: hours are being extended, the manufacture of beer is being increased, the Trade is returning to its normal freedom in possession of the wealth created by the war and with new claims founded on its astonishing prosperity. Are those claims to be consolidated into a permanent vested interest at the expense of the community? That, as the speech I have quoted indicates, is what is in the mind of the Trade. It knows that reaction will come, that the influence of the great movement in America will touch these shores sooner or later, bringing with it a demand that this formidable power shall be effectually controlled. And in preparation for the challenge the Trade, not content with the vast windfall of the war, is preparing to convert that windfall into a basis of purchase.

The audacity of the idea will be appreciated by the unfortunate railway shareholders. They, too, have come under the control of the State during the war, and their property may claim to have had at least as important a bearing upon the issue of the war as the very thin beverage which Mr. Bung had retailed with such profit. But so far from sharing in his enormous good fortune the railway shareholders have seen their property reduced to something like insolvency and their share values fall to twenty-five per cent, and more below the pre-war figures. They have had no windfall, and they know that they will be lucky to get out on a pre-war basis.



Lady Thackersey, wife of Sir V. D. Thackersey, a wealthy Parsee manufacturer of Bombay.

THE 1914 BASIS.

The course is plain enough. It is to take over the Trade on the 1914 scale of values. That basis was laid down by the Government Committee presided over by Mr. Herbert Samuel in 1915. It was a Committee which represented authoritatively every interest concerned. It included the Governor of the Bank of England, Sir Harcourt Bannister representing the Trade, Mr. Snowden, Sir Thomas Whitaker, and other responsible authorities. It arrived at a unanimous decision as to the price of purchase—viz., 350 million pounds. The inflation of the war has probably doubled the figure, but that inflation must be ignored. The Trade has grown fabulously rich by selling water to the consumer; it cannot be allowed to crown its achievements by selling watered stock to the State. The protection of the public cannot be looked for from the present Parliament, which is thronged with the vested interests, the exploiters, and the profiteers. But Labour has fortunately taken over the brief for the public. It is organising a great campaign throughout the country for the public ownership and control of the Trade. It has declared for the 1915 valuation as the maximum figure, and it will fight the battle out on that line. It will have the whole weight of public opinion with it in this last struggle with Mr. Bung.

THE DUFFS.

Olivia is Sensitive About Her Weight.

BY ALLMAN.



NOTICES.

TO SAVE YOUR MONEY

We sell high-class Cigars,
Cigarettes and Tobaccos
at very moderate prices.

TABAQUERIA FILIPINA

10, Des Vœux Road Central, Opposite
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Our Price Lists have now been published and
these may be had on application at our store

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THE OPERATORS AT CENTRAL ARE READY
TO SUPPLY YOU WITH QUICK SERVICE.
HELP THEM AND YOURSELF BY OBSERVING
THE FOLLOWING SIMPLE RULES:—

WHEN CALLING, SPEAK SLOWLY AND
DISTINCTLY WHEN GIVING YOUR NUMBERS
TO THE OPERATORS.

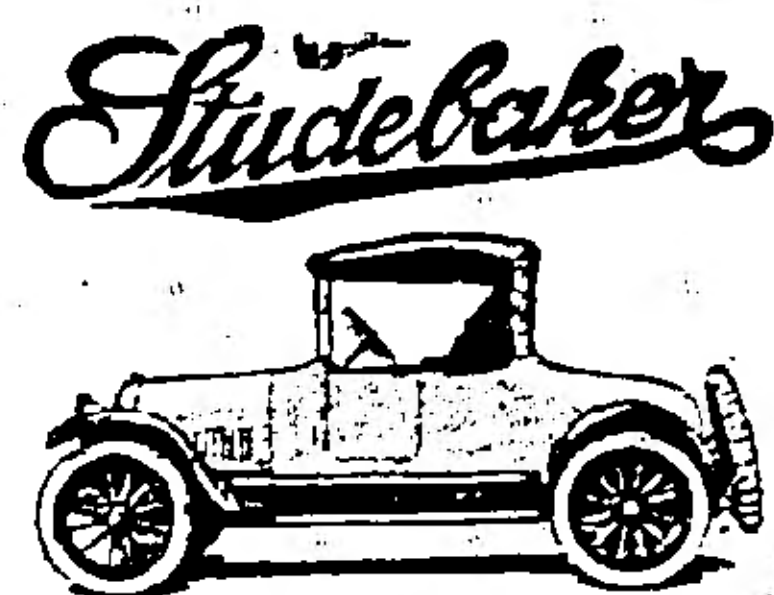
EMPHASIZE THE FIVES AND THE NINES
WHEN ANSWERING. ANSWER PROMPTLY
AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

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MOTOR CAR
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reputation for permanency of Service, Power,
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A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

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CHEAP SALE

ALL KINDS OF LACE WORK, EMBROIDERIES,
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CHRISTMAS PRESENTS

GREAT REDUCTION

For 15 days only.

From 1st, to 15th, November 1919.

COME EARLY! DON'T MISS THIS OPPORTUNITY.

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Tel. No. 2860,

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NOTICE.

**Yorkshire
Insurance Co.,
Limited.**
ESTABLISHED 1884.

The Undersigned AGENTS
for the above Company are
prepared to ACCEPT RISKS
against FIRE at Current Rates.
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AGENTS.

**SAVARESS'S
SANTAL
CAPSULES**
PHYSICIANS RECOMMEND THEM
Of all Chemists. Made in London.

CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

NOTICE TO CONSIGNEES.

S. S. "COLOMBIA."
From SAN FRANCISCO,
HONOLULU, JAPAN PORTS,
SHANGHAI & MANILA.

The above mentioned vessel
having arrived from the above
mentioned Ports, consignees of
cargo are hereby informed that
their cargo will be landed at their
risk into the hazardous and/or
extra hazardous godowns of the
Hongkong and Kowloon Wharf
& Godown Co. Ltd., and stored at
consignees' risk.

Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports
and Exports, Hongkong, before
bills of lading can be counter-
signed.

All broken, chafed and damaged
goods are to be left in the God-
downs, where they will be ex-
amined on November 7th at
10 a.m., and November 8th at
10 a.m.

All claims must be presented
within a month of the steamer's
arrival here, after which they
cannot be recognized.

No claims will be admitted
after the goods have left the
Godowns and all goods remaining
undelivered after November 8th,
will be subject to rent.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.

PACIFIC MAIL S.S. CO.
Alexandra Buildings,
Hongkong, 28th October, 1919.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.
THE Company's Steamship

"KAWACHI-MARU."

having arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong, and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and
delivery can be obtained as soon
as the Goods are landed.

Optional Goods will be carried
on unless instructions are given
to the contrary before NOON,
TO-DAY.

Goods not cleared by the 9th
November, 1919, will be subject
to rent.

Damaged packages must be left
in the Godowns for examination
by the Consignees and the Co.'s
representatives at an appointed
hour on Tuesday & Friday. All
claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot
be recognised. No claims will be
admitted after the goods have left
the Godowns.

NIPPON YUSEN KAISHA,
Agents,
Hongkong, 2nd November, 1919.

NOTICE.

PEAK TRAMWAYS CO. LTD.

TIME TABLE
WEEK DAYS

From	To	Time	From	To	Time
1.00 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.	1.30 a.m.	1.30 a.m.
1.30 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.	2.00 a.m.	2.00 a.m.
2.00 a.m.	2.15 a.m.	2.15 a.m.	2.15 a.m.	2.30 a.m.	2.30 a.m.
2.30 a.m.	2.45 a.m.	2.45 a.m.	2.45 a.m.	3.00 a.m.	3.00 a.m.
3.00 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.	3.30 a.m.	3.30 a.m.
3.30 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.	4.00 a.m.	4.00 a.m.
4.00 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.	4.30 a.m.	4.30 a.m.
4.30 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.	5.00 a.m.	5.00 a.m.
5.00 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.	5.30 a.m.	5.30 a.m.
5.30 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.	6.00 a.m.	6.00 a.m.
6.00 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.	6.30 a.m.	6.30 a.m.
6.30 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.	7.00 a.m.	7.00 a.m.
7.00 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.30 a.m.	7.30 a.m.
7.30 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.	8.00 a.m.	8.00 a.m.
8.00 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.	8.30 a.m.	8.30 a.m.
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10.30 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.	11.00 a.m.	11.00 a.m.
11.00 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.	11.30 a.m.	11.30 a.m.
11.30 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	12.00 p.m.	12.00 p.m.
12.00 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.30 p.m.	12.30 p.m.
12.30 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.	1.00 p.m.	1.00 p.m.
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1.30 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	2.00 p.m.	2.00 p.m.
2.00 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.30 p.m.	2.30 p.m.
2.30 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.	3.00 p.m.	3.00 p.m.
3.00 p.m.	3.15 p.m.	3.15 p.m.	3.15 p.m.	3.30 p.m.	3.30 p.m.
3.30 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.	4.00 p.m.	4.00 p.m.
4.00 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.	4.30 p.m.	4.30 p.m.
4.30 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	5.00 p.m.	5.00 p.m.
5.00 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.30 p.m.	5.30 p.m.
5.30 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.	6.00 p.m.	6.00 p.m.
6.00 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.	6.30 p.m.	6.30 p.m.
6.30 p.m.	6.45 p.m.	6.45 p.m.	6.45 p.m.	7.00 p.m.	7.00 p.m.
7.00 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.30 p.m.	7.30 p.m.
7.30 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.	8.00 p.m.	8.00 p.m.
8.00 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.	8.30 p.m.	8.30 p.m.
8.30 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.	9.00 p.m.	9.00 p.m.
9.00 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.	9.30 p.m.	9.30 p.m.
9.30 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	10.00 p.m.	10.00 p.m.
10.00 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.	10.30 p.m.	10.30 p.m.
10.30 p.m.	10.45 p.m.	10.45 p.m.	10.45 p.m.	11.00 p.m.	11.00 p.m.
11.00 p.m.	11.15 p.m.	11.15 p.m.	11.15 p.m.	11.30 p.m.	11.30 p.m.
11.30 p.m.	11.45 p.m.	11.45 p.m.	11.45 p.m.	12.00 a.m.	12.00 a.m.

NIGHT CARS.

5.30 p.m. to 9.00 p.m. 9.30 p.m. to 11.30 p.m. every 30 minutes 11.45 p.m.

SATURDAY EXTRA CARS.

12.00 midnight.

SUNDAYS.

From	To	Time	From	To	Time
1.15 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.	1.45 a.m.	1.45 a.m.
1.45 a.m.	2.00 a.m.	2.00 a.m.	2.00 a.m.	2.15 a.m.	2.15 a.m.
2.15 a.m.	2.30 a.m.	2.30 a.m.	2.30 a.m.	2.45 a.m.	2.45 a.m.
2.45 a.m.	3.00 a.m.	3.00 a.m.	3.00 a.m.	3.15 a.m.	3.15 a.m.
3.15 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.	3.45 a.m.	3.45 a.m.
3.45 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.	4.15 a.m.	4.15 a.m.
4.15 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.	4.45 a.m.	4.45 a.m.
4.45 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.	5.15 a.m.	5.15 a.m.
5.15 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.	5.45 a.m.	5.45 a.m.
5.45 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.	6.15 a.m.	6.15 a.m.
6.15 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.	6.45 a.m.	6.45 a.m.
6.45 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.	7.15 a.m.	7.15 a.m.
7.15 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.45 a.m.	7.45 a.m.
7.45 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.15 a.m.	8.15 a.m.
8.15 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.45 a.m.	8.45 a.m.
8.45 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.	9.15 a.m.	9.15 a.m.
9.15 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.	9.45 a.m.	9.45 a.m.
9.45 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.	10.15 a.m.	10.15 a.m.
10.15 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.	10.45 a.m.	10.45 a.m.
10.45 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.15 a.m.	11.15 a.m.
11.15 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.45 a.m.	11.45 a.m.
11.45 a.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.15 p.m.	12.15 p.m.
12.15 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.45 p.m.	12.45 p.m.
12.45 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.15 p.m.	1.15 p.m.
1.15 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.45 p.m.	1.45 p.m.
1.45 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.15 p.m.	2.15 p.m.
2.15 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.	2.45 p.m.	2.45 p.m.
2.45 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.	3.15 p.m.	3.15 p.m.
3.15 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.45 p.m.	3.45 p.m.
3.45 p.m.	4.00 p.m.	4.00 p.m.	4.00 p.m.	4.15 p.m.	4.15 p.m.
4.15 p.m.	4.30 p.m.	4.30 p.m.	4.30 p.m.	4.45 p.m.	4.45 p.m.
4.45 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.15 p.m.	5.15 p.m.
5.15 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.	5.45 p.m.	5.45 p.m.
5.45 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.15 p.m.	6.15 p.m.
6.15 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.	6.45 p.m.	6.45 p.m.
6.45 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.15 p.m.	7.15 p.m.
7.15 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.45 p.m.	7.45 p.m.
7.45 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.15 p.m.	8.15 p.m.
8.15 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.45 p.m.	8.45 p.m.
8.45 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.15 p.m.	9.15 p.m.
9.15 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.	9.45 p.m.	9.45 p.m.
9.45 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.	10.15 p.m.	10.15 p.m.
10.15 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.	10.45 p.m.	10.45 p.m.
10.45 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.15 p.m.	11.15 p.m.
11.15 p.m.	11.30 p.m.	11.30 p.m.	11.30 p.m.	11.45 p.m.	11.45 p.m.
11.45 p.m.	12.00 a.m.	12.00 a.m.	12.00 a.m.	12.15 a.m.	12.15 a.m.

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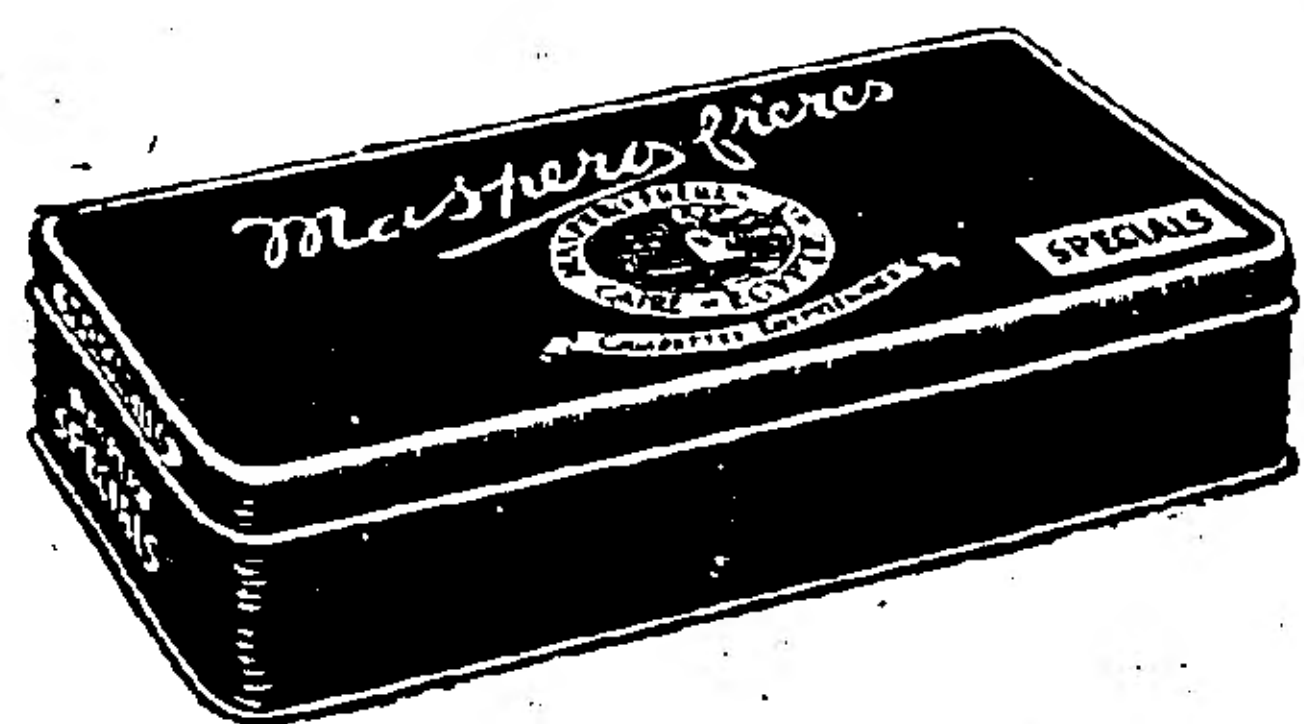
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SHIPPING.

VESSELS ARRIVED.

The YUEN SANG, an Indo-China boat, arrived yesterday afternoon from Manila with 451 tons of through and 761 tons of direct cargo. She had 156 bags of mails on board.—Mooring C 35.

The BENCLEUCH (Captain J. H. Mason) from London, arrived at dawn to-day with 2,500 tons of cargo for Hongkong and 1,500 tons through. Her agents are Messrs. Gibb, Livingstone and Co.—Mooring Kowloon Wharf.

COMMANDANT DORSE, a French vessel, yesterday afternoon consigned here 3,434 tons of ammunition and general cargo. She left Brest on September 18. She is one of the Messageries Maritimes fleet.—Mooring Stonecutters.

The Dutch boat TIJANAS from Sourabaya carried 927 Chinese deck passengers and 3,700 tons of general cargo. She experienced strong north-east monsoon.—Mooring B 11.

From Chinwantao the KASHIMI MARU brought 2,870 tons of coal.—Mooring D 31.

The KATSU MARU came into port yesterday afternoon with 3,400 tons from Calcutta.—Mooring B 24.

From Keelung the NISSIN MARU consigned 1,100 tons of coal.—Mooring 1.

PASSENGERS DEPARTED.

Per ss. PRINZESSIN 4th Nov.
Bilbrough CFS Desvazieres Rev
Mr & Mrs Eastman A
Bilbrough Q Eaton S
Miss Geddes W Lt
Bilbrough P Gray DS
Miss Harris W F
Cheng T S Mr Johnson F E
& Mrs
Cootes J H Mr Koekkoek Mr &
& Mrs
Cheng E C Miss Rowe J Engr. Lt
Dontreligne D Reilly J F
Rev
Taggart G Lt

TELEPATHY.

COMMENT ON REV. COPLEY MOYLES SERMON.

The following comment has appeared in the *Japan Chronicle*:—"The Rev. V. H. Copley Myles, preaching at Hongkong Cathedral recently, made the startling assertion that he knew a man in Hongkong who regularly communicated with his wife in England by means of telepathy. He could convey news to her and inform her of his wishes and could tell where she was and what she was doing. If the statement had been made at a public meeting no doubt someone would have called out "Name," but unfortunately the circumstances prevented any such demand. But really the Hongkong gentleman who has such powers should come forward in the interests of science. If there exist such powers those having them should certainly not conceal them, if only to dissipate the feeling that information of this kind is always second hand. In all statements as to necromantic powers the information comes from somebody who knows someone else who is acquainted with some other person who possesses them. Myles is happy in actually knowing the telepathist and it should be easy for him to persuade him to come forward and let his powers be tested. If the gentleman can explain how he does it, it would greatly assist in the revival of trade."

HOCKEY.

The following will represent H.K.H.C. at Happy Valley at 4.30 p.m. on Wednesday 5th instant: F. Scarborough, M.L. Railton, C. C. Hickling, G. N. Piercy, E. J. R. Mitchell, C. Hodgson, R. A. Brand, B. D. Evans (Capt), W.H. Edmonds, A.E. Wood, A.K. Mackenzie.

EXCHANGE.

SELLING.

T/T	4/5 1/4
Demand	4/5 11/16
30 d/s	4/5 13/16
60 d/s	4/5 15/16
4 m/s	4/6 1/16
T/T Shanghai	Nom.
T/T Singapore	190
T/T Japan	185
T/T India	219
Demand, India	219
T/T San Francisco	93 3/4
& New York	93 3/4
T/T Java	239
T/T Marks	Nom.
T/T France	8 11
Demand, Paris	—

BUYING.

4 m/s. L/C	4/7
4 m/s. D/P	4/7 1/4
6 m/s. L/C	4/7 3/4
30 d/s Sydney and Melbourne	4/7 1/2
30 d/s San Francisco & New York	94 3/4
4 m/s. Marks	Nom.
4 m/s. France	8 35
6 m/s. France	8 43
Demand, Germany	93 3/4
Demand, New York	93 3/4
T/T Bombay	219
Demand, Bombay	—
T/T Calcutta	219
Demand, Calcutta	—
Demand, Manila	194 1/2
Demand, Singapore	190
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4 40 Nom.
Gold leaf per Tael	32
Bar Silver, per oz	66
forward	63 3/4

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" 10 "	21 "	pm.
C. coins	1 1/2 "	pm.

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